

GENERAL PLAN

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Revisions to the General Plan of the City of Claremont, adopted by the following Resolutions:

Resolution #81-261 – 10/27/81:

- Land Use Element
- Circulation Element
- Scenic Routes Element
- Historic Preservation Element
- Community Development Element
- Noise Element
- Redevelopment Element

Resolution #81-275 – 11/24/81:

- Social Element

Resolution #84-174 – 6/26/84:

- Revised Housing Element

Resolution #86-114 – 3/4/86:

- Land Use Element –
Commercial/Industrial Section

Resolution #89-167 – 12/12/89

- Community Design Element – Street Section

Resolution #92-151 – 10/27/92

- Revised Transportation and Circulation Element

Resolution #92-1652 – 10/27/92

- Conservation Element –
Mines and Minerals Section
Implementation Section - #N through #PP
Glossary additions

Resolution #92-154 – 11/10/92

- Safety Element – New Section
Hazardous Waste Management

Resolution #93-156 – 12/14/93

- Revised Housing Element

Resolution #2001-08 – 2/27/01

- Revised Housing Element

ORIGINAL ARTICLES

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CITY COUNCIL

(1981)

Eleanor Cohen, Mayor
Enid Douglass
Claire McDonald
Stuart Wahrenbrock
Sheldon Wellins

(1984)

Enid Douglass, Mayor
Gordon Curtis
Terry Fitzgerald
Bill McCready
Judy Wright

(1989)

Alex Hughes, Mayor
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Nicholas Presecan
Diann Ring
Judy Wright

(1992)

Nicholas Presecan, Mayor
Algird Leiga
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(2002)

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Charles Gross

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John Serpa
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Leo Snowiss
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CITY STAFF

(1980)

Leonard Wood	City Manager
Sharon Wood	Director of Community Development
Bill Wojtkowski	Former Director of Community Development
Brad Buller	City Planner
Paul Curtis	Former Associate Director of Community Development
Anthony Witt	Assistant Planner
Donna Preszler	Housing Coordinator
Dorothy Bogosian	Planning Analyst/Secretary
Sam Delgado	Planning Intern
Jeffery Collier	Former Planning Intern
Marcia Goldstein	Director of Human Services
Susan Hunt	Former Director of Human Services
Kathleen Steadman	Claremont Historic Resources Center

CITY STAFF

(1989-1993)

Glenn D. Southard	City Manager
Sharon Z. Wood	Director of Community Development
Anthony Witt	City Planner
Jim Bell	Former Senior Planner
Belle Newman	Senior Planner
Lisa Prasse	Senior Planner
Diane Hlava	Former Associate Planner
Louise Patterson	Former Associate Planner
Tina Ryder	Former Associate Planner
Michael Diaz	Associate Planner
Taven Brown	Assistant Planner
Brian Desatnik	Housing and Business Coordinator
Donna Rogers	Administrative Secretary
Karen French	Secretary II
Mark Christoffels	City Engineer
Loretta Mustafa	Associate Engineer
Peggy Beatty	Administrative Secretary, Engineering Division

**CITY STAFF
(2002)**

Glenn D. Southard	City Manager
Anthony Witt	Director of Community Development
Lisa Prasse	City Planner
Belle Newman	Principal Planner (Advance Planning)
Mike Diaz	Senior Planner
Greg Gubman	Senior Planner
Chris Veirs	Associate Planner
Candyce Burnett	Associate Planner
Scott Miller	Economic Development Manager
Brian Desatnik	Redevelopment & Housing Project Manager
Diane Coughlin	Administrative Specialist
Craig Bradshaw	City Engineer
Loretta Mustafa	Associate Civil Engineer
Andrea Harrington	Associate Civil Engineer
Kirk Phillips	Associate Civil Engineer
Maria Tipping	Assistant Civil Engineer
Karen Imrie	Administrative Assistant, Engineering Division

UNIT 1

1. The first part of the unit is a reading passage about the history of the English language.	2. The second part of the unit is a listening exercise about the same topic.	3. The third part of the unit is a writing exercise about the same topic.
4. The fourth part of the unit is a speaking exercise about the same topic.	5. The fifth part of the unit is a grammar exercise about the same topic.	6. The sixth part of the unit is a vocabulary exercise about the same topic.
7. The seventh part of the unit is a reading passage about the history of the English language.	8. The eighth part of the unit is a listening exercise about the same topic.	9. The ninth part of the unit is a writing exercise about the same topic.
10. The tenth part of the unit is a speaking exercise about the same topic.	11. The eleventh part of the unit is a grammar exercise about the same topic.	12. The twelfth part of the unit is a vocabulary exercise about the same topic.

13. The thirteenth part of the unit is a reading passage about the history of the English language.	14. The fourteenth part of the unit is a listening exercise about the same topic.	15. The fifteenth part of the unit is a writing exercise about the same topic.
16. The sixteenth part of the unit is a speaking exercise about the same topic.	17. The seventeenth part of the unit is a grammar exercise about the same topic.	18. The eighteenth part of the unit is a vocabulary exercise about the same topic.
19. The nineteenth part of the unit is a reading passage about the history of the English language.	20. The twentieth part of the unit is a listening exercise about the same topic.	21. The twenty-first part of the unit is a writing exercise about the same topic.
22. The twenty-second part of the unit is a speaking exercise about the same topic.	23. The twenty-third part of the unit is a grammar exercise about the same topic.	24. The twenty-fourth part of the unit is a vocabulary exercise about the same topic.

CITY OF CLAREMONT GENERAL PLAN

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PREAMBLE TO THE 1981 GENERAL PLAN

Claremont was founded as a separate community. From its earliest days, it was both a college community and a center for the citrus industry. It is now an integral part of the Pomona Valley, the Los Angeles metropolitan area, and the western San Bernardino County area.

In looking to the future, Claremont must identify those features which distinguish it from other cities and cause people to find it a good place to live. As part of this General Plan, the following community goals have been adopted:

1. To uphold Claremont's distinctive character and livability.
2. To maintain and improve existing neighborhoods and encourage neighborhood identity.
3. To maintain the vitality of the heart of the City; the Village, colleges, and historic residential areas.
4. To broaden economic activity in order to maintain and expand the tax base which will assure a continued high level of community service.
5. To maintain and promote a variety of housing types to serve Claremont's diverse population.
6. To upgrade and maintain existing commercial service centers throughout the community.
7. To continue the tradition of open government in Claremont and to encourage a high level of citizen participation.
8. To encourage intergovernmental cooperation.
9. To support and encourage the conservation of energy.

A general plan is an overall policy document for the development of a city. Its policies cover capital expansion, parks, open spaces, location of residential, commercial and industrial development, and guidelines for the development of the Claremont community.

This is Claremont's third General Plan in twenty-five years. Most of the residential and commercial development proposed by the first two plans has occurred. However, Claremont could nearly double in physical size if hillside areas located in the unincorporated planning area were to be annexed. Further residential development in

this area will present challenges to City decision-makers as they try to maintain the characteristics of Claremont.

In addition, Claremont faces the additional challenge of preserving and maintaining what it has. The "maintenance community," as opposed to the "developing community," will require that the City focus more attention on housing programs, design compatibility, transitional areas between residential and commercial uses, and the promotion of neighborhood organizations.

Because most of Claremont's land is developed, the 1981 plan is considerably different from the first official plan twenty-five years ago. Rather than concentrating on proposals for the development of raw land, the 1981 plan contains policy recommendations covering such issues as street management programs, the development of an urban trails system leading to the wilderness areas in the Claremont foothills, housing inspection programs, and support for a variety of housing.

The 1981 General Plan revision process, like previous plans, included extensive citizen participation. The General Plan revision started in February 1980. A committee which included all Planning Commission members, representatives of neighborhood and community organizations, the Claremont Colleges, and other commissions worked on the plan for seventeen months. The General Plan Committee included a number of subcommittees which have worked on parts of the overall plan.

The State of California, through Government Code Section 65302, mandates that a city's general plan include the following sections: LAND USE, CIRCULATION, HOUSING, OPEN SPACE, SEISMIC SAFETY, NOISE, SCENIC HIGHWAY, and SAFETY. In addition, sections have been added which relate to Claremont particularly: REDEVELOPMENT, SOCIAL, HISTORIC PRESERVATION, and COMMUNITY DESIGN.

All of the sections, or as they are commonly called, elements, have been grouped as chapters in four major sections:

THE PLAN FOR PHYSICAL DEVELOPMENT

THE PLAN FOR THE LIVING ENVIRONMENT

THE PLAN FOR THE NATURAL ENVIRONMENT

THE PLAN FOR PHYSICAL MOBILITY

In the past, most general plans consisted primarily of maps. Recent court cases and state action have shown that the text, which outlines the intentions of a section of the plan, is as important as the map.

A general plan is not a zoning map. The text and density designations provide general, broad direction for long-range planning. The Land Use and Development Code implements the General Plan through its zoning provisions and contains specific information on standards for density, setbacks, parking, and heights of buildings. There are certain areas within the City in which the policy is to encourage specific plans. Zoning must be consistent with the policies, text, and maps of the General Plan.

History of Claremont

Steam locomotives and students created Claremont nearly one hundred years ago. The town is the product of the Santa Fe land boom and the founding of Pomona College in 1887. Even though the land boom failed, the community prospered as a educational center. Presently there are seven colleges in the City. The citrus industry also played an important role in the City's transformation and development. This industry made extensive use of land, which was later transformed into housing tracts. In addition, the labor-intensive nature of the colleges and the absence of industry or large-scale commercial centers have transformed Claremont into primarily a residential community.

Existing buildings, such as railroads, college buildings, a packing house, grove houses and pump houses, are living testimony to the nature of those institutions that transformed the chaparral into a built environment that houses a vibrant community. There is a mixture of old and new buildings—residential, educational, and commercial—which reflects the different architectural styles that served different periods and functions. All of this is interspersed with a large park system as well as chaparral covered foothills nestled at the base of the San Gabriel Mountains.

City Planning in Claremont

Such a setting has provided impetus to residents who want to maintain Claremont's identity and character. Since Claremont's beginnings, citizens have focused on City planning as a way to protect the environment. Even in the early days before incorporation, those participating in the community's informal mode of governance, the Town Meeting, showed concern about the visual appearance of the town. Builders were requested to put houses, barns, and other buildings "well back from the street." The Board of Trade, a forerunner of the Chamber of Commerce, was asked to prepare Claremont's first City plan in 1908, one year after the City was incorporated.

As the City Beautiful movement spread across the country, Claremont's City planning efforts came of age. During 1924, the Chamber of Commerce appointed the first Claremont Planning Commission, allocated \$500.00 for an "artistic" City plan, and hired David Allison and Charles Cheney to develop that plan.

Twenty years later, Claremont residents anticipated the kind of growth pressure post-war activities in California would cause. Again, the Chamber of Commerce took the lead in 1944, creating the Postwar Planning Committee. This 77-member committee worked for over a year and made the following recommendations that laid the

groundwork for planning decisions for subsequent decades: a City street tree program, the creation of a Parks and Recreation and Street Trees Commission, the tightening of Claremont's zoning ordinance, a proposal for a community park, business district improvement, and street and public safety planning. The strength of the Planning Commission and the 1944 Postwar Planning Committee placed Claremont in a strong position to accept the kind of growth it deemed desirable.

During the early 1950s, residents thought that the City needed more legal tools to control its destiny. In 1954, Claremont hired Simon Eisner to draft a City master plan. Although in 1937 the state had mandated master plans for cities, most cities had not yet complied. Claremont, a City of 6,000, was one of the first to adopt an official master plan. The plan dealt with land within the City boundaries and outside the original Village area.

During 1969, the City conducted another general plan program. Because the existing area of the City had been developed, most of the 1970 plan dealt with the City's then unannexed area north of Base Line Road and east of Mills Avenue. Hall and Goodhue Planning Consultants prepared the draft plan.

During the preparation of each City plan, handling Claremont's population growth potential has been a major concern. Claremont, the "City of living and learning," had a population of 3,073 in 1944 when the Postwar Planning Commission was appointed. However, by 1950 the population had doubled to 6,327. The population again doubled in the next ten years and in 1960, had reached 12,633. By 1970, the population reached 23,998, again doubling. During the seventies, Claremont's population growth slowed and the 1980 population was approximately 33,000. The 1981 General Plan estimates the City's peak population at 38,000, lower than 55,000 predicted in the 1970 plan.

The 1981 General Plan is a statement of appreciation for the physical results of good planning, together with implementation tools for maintaining it. During the planning process, Claremont citizens have expressed what they consider distinctive about this community—the parks, trees, compatible industry and commercial development, historic areas, hillsides, healthy neighborhoods, collegiate atmosphere, small scale of structures, and the mix of people. The 1981 General Plan will be the instrument that will maintain and promote the Claremont character.

LAND USE ELEMENT

ABSTRACT

The Land Use Element contains five general goals and twenty-five policies which are designed to provide a range of land uses, protect neighborhoods, and serve the needs of the City. The City intends to designate and maintain land uses that will enhance the environmental, social, and spatial qualities of the community.

AUTHORITY AND SCOPE

Government Code Section 65302(a) requires that cities and counties shall include a Land Use Element as part of the required General Plan. This requirement is intended to assure that cities and counties establish a pattern for land use and set out clear standards for the density of population and the intensity of development for each of the proposed land uses.

This element is divided into five major sections: residential, commercial/industrial, public/semi-public, open space, and implementation. The scope of the element is limited to the City of Claremont and those portions of Los Angeles County that are in Claremont's sphere of influence. However, in planning for land uses along City boundaries, uses in adjacent jurisdictions were examined for consistency and compatibility with Claremont's land uses.

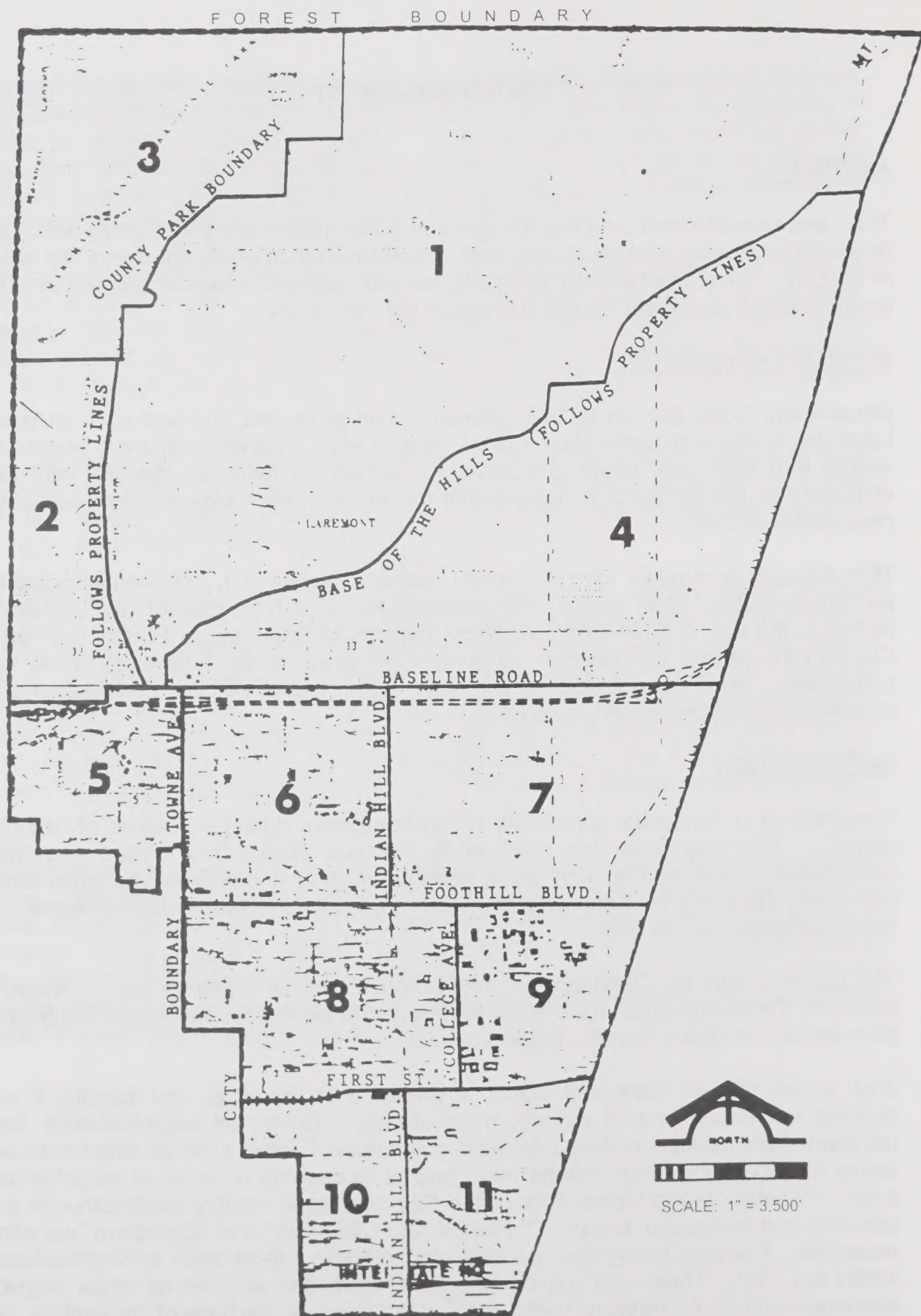
INTRODUCTION

Claremont is a residential community which has grown during a number of historical periods. The City bears the mark of its heritage as a citrus center, a growing educational/cultural center, and as a community of fine residential neighborhoods. Claremont looks into the future with the desire to preserve the distinctive character that has developed over the years.

The planning area for Claremont has been divided into eleven sub-areas as shown in Figure 1. These sub-areas have been established to facilitate description of the general plan and do not define specific neighborhoods.

Just as the City of Claremont wants to preserve its character and identity, it also realizes the importance of neighborhood identity. Claremont neighborhoods have maintained themselves as desirable residential areas. Factors such as street trees and active neighborhood organizations have helped to develop a sense of neighborhood pride. Popular names for sections of the City attempt to identify neighborhoods in a personal and recognizable way. The terms "Old Claremont" and "Claraboya" are prime examples. The plan recognizes a series of identifiable sub-sections or neighborhoods within the City. These are usually separated from one another by major physical elements such as the freeway, traffic arteries, the colleges, the base of the foothills, and other major land uses (see Figure 2).

FIGURE 1



CLAREMONT SUB-AREAS

One aspect of Claremont which has contributed to its uniqueness and its character as a residential community is the relatively small amount of strip commercial development that exists in the City. Such development characterizes the main thoroughfares of many adjacent communities. Foothill Boulevard within Claremont is a good example. It has a variety of uses which include some commercial west of Mountain Avenue and residential uses to the east, which back onto the street with mature landscaping making for a pleasant environment. The Village, which is Claremont's downtown, has developed and sustained itself as an attractive civic and commercial center. Future commercial/industrial development and redevelopment throughout the City should uphold Claremont's distinctive character.

The relationship between the colleges, the Village, and the residential neighborhoods of the City is the key to Claremont's character. Though each is an important entity by itself, they combine in a unique way to make Claremont what it is. This relationship must be preserved by the citizens of Claremont through careful planning and open government.

GOALS

The purpose of the land use element is to accomplish the following general goals through policies and implementation measures:

IT IS THE GOAL OF THE CITY OF CLAREMONT TO...

PRESERVE THE CITY'S DISTINCTIVE CHARACTER.

MAINTAIN THE ESSENTIAL RESIDENTIAL CHARACTER OF THE CITY, AND ESTABLISH LAND-USE PATTERNS THAT HELP TO STRENGTHEN ITS NEIGHBORHOODS.

PRESERVE THE CITY AS AN EDUCATIONAL AND CULTURAL CENTER.

PROVIDE A RANGE OF LAND USES THAT SERVE THE ECONOMIC AND SOCIAL REQUIREMENTS OF THE CITY.

ARRANGE LAND USES WITH REGARD TO THE HEALTH, SAFETY, CONVENIENCE, AND GENERAL WELFARE OF A RESIDENTIAL POPULACE.

PROVIDE A PATTERN OF STREETS THAT MINIMIZE THE IMPACTS OF MOTOR VEHICLES ON NEIGHBORHOODS WHILE PROVIDING A CIRCULATION SYSTEM FOR THOSE WITH DESTINATIONS IN THE CITY AND IN SURROUNDING AREAS.

CONSERVE NATURAL RESOURCES AND ENERGY.

GENERAL POLICIES

RESIDENTIAL

In the past, Claremont's residential areas were developed with a variety of housing types, but recently most have been developed with single-family homes on large lots. Although Claremont is proud of much of this development, there is a need for a variety of housing types due to the varied needs and lifestyles of citizens in the City. This plan provides for several housing densities that encourage developers to build a variety of housing types ranging from single-family detached homes to townhouses and apartments. It encourages the creation of new solutions to housing design problems. Different housing types can also be mixed together and interspersed to provide a varied neighborhood. By requiring developers to design Residential Unit Developments or Specific Plans on significant sites (e.g. potential hazard areas, transitional areas, and large parcels of over two acres in size), the City may be able to achieve innovative, high quality developments. Such requirements would be appropriate, for example, if development were to be permitted within the Foothill Freeway corridor.

1. **The City shall encourage a variety of housing types to meet the personal and economic needs of the citizens of the community.**
2. **The City shall require Residential Unit Development or Specific Plan proposals on those properties that are found to be appropriate due to their size, relation to or impact on surrounding uses and the circulation system, or proximity to natural hazard areas.**

Hillside Development

Hillside development requires special treatment because of the hazards inherent in terrain subject to fire, mudslide, and flooding. Claremont hillsides have been divided into three sub-areas.

Sub-Area 1

Planning Sub-Area 1 comprises most of the hillsides in the planning area, and includes existing residential developments at Claraboya, Padua Hills, Palmer Canyon; areas classified as hillside development/conservation; and other lands shown for park, recreation, and reservoir uses. The plan for this sub-area is largely based on policies contained in the Natural Environment Element of this plan.

The hillside development/conservation areas are comprised of housing clusters and hillside open space. The maximum potential residential development for hillside development/conservation areas shall be established by slope-density standards (Land Suitability Element, Policy 10). Development is to be concentrated in the areas indicated as housing clusters.

Housing clusters meet the following criteria:

- a) are of significant size, at least approximately ten acres,
- b) have slopes gentle enough to accommodate residential development with minimum grading, and
- c) can be reached by roads that are neither of excessive length nor traverse inordinately difficult terrain, both in relation to the development potential of the areas they serve.

In addition to the housing cluster areas shown, there are small areas along the Webb Canyon Road which have slopes gentle enough to permit residential development without significant grading and which have good access to the road.

The areas shown as hillside open space should be: 1) owned in common by residents of the housing clusters as private open space and protected by appropriate open space easements dedicated to the City, 2) owned and maintained by a public entity as open space, or 3) in separate ownerships and devoted to land uses of low intensity which are compatible with the natural environment. Uses for the hillsides open space areas might include low intensity private recreation, scientific study, watershed protection or similar uses.

The boundaries between areas designated for housing clusters and hillside open space are based on generalized data and therefore are general in nature. It is to be expected that when more detailed studies are made of the hillside areas as part of development proposals, the final configuration of these boundaries will be subject to some degree of modification.

The General Plan Diagram for Sub-Areas 1 and 3, or to a lesser extent for Sub-Area 2, indicates the preservation of large areas as hillside open space with relatively small areas reserved for housing clusters. Two basic concepts underlie this design: minimum development in the hillsides, and the advantages of clustering housing.

The need to minimize development has been described in the Natural Environment Element and elsewhere in the General Plan. The Natural Environment Element calls for the establishment of slope-density regulations whereby the density of development decreases as the steepness of slopes increase. Furthermore, the density of development should decrease as the remoteness of properties increases. The densities appropriate in the hillside areas are considerably less than for the more level portions of Claremont and range upward from one acre per dwelling unit.

The advantages of clustering housing in the few most suitable areas over distributing it widely over the hillsides include the following: far less total impact on the natural environment, increased safety, and economy in construction costs and services. Although the impact on the environment within clusters may be adverse, this impact is accepted as a trade-off in achieving the large benefit of retaining extensive open spaces throughout the balance of the hillsides. Most of the clustering proposed can be accomplished between contiguous parcels under normal planned development regulations. In other instances, however, a system of transferring development credits

from land proposed for hillside open space to non-contiguous land shown for housing clusters will be needed and shall be instituted. Any clustering, however, whether by normal planned development regulations or through the transfer of development credits, should protect against excessive crowding of housing within the housing clusters and allow no more than the total number of dwelling units determined through slope density standards for each entire sub-area.

All residential hillside areas shall have a secondary means of emergency ingress and egress (Safety Element, Policy 11). This can be achieved for the housing cluster areas, Claraboya and Padua Hills. It will be very difficult to achieve for Palmer Canyon. The general description of the hillside development/conservation land use category and the need for secondary emergency ingress and egress pertain equally to Sub-Areas 2 and 3.

Sub-Area 2

Sub-Area 2 comprises the Live Oak Canyon area and a significant portion of Webb Canyon and includes existing subdivision areas classified hillside development/conservation and lands shown for reservoir use. Because natural environmental conditions are satisfactory throughout much of the area shown for hillside development/conservation, most of the area is designated for housing cluster development and it is expected that development will be rather uniformly distributed throughout the housing cluster area. The density of housing within the cluster will be substantially less than in Sub-Areas 1 or 3. A small area in the southerly portion of the hillside development/conservation area is excessively steep and is therefore designated for open space uses so the area will be retained in a natural condition.

Sub-Area 3

Sub-Area 3 consists of a small area designated hillside development/conservation, reached by the Marshall Canyon Road, and the Los Angeles County Park. Much of the hillside development/conservation area is steep and remote and therefore classified as hillside open space, while a smaller area is shown for a housing cluster.

3. In hillside areas, the City shall encourage the clustering of residential development in those areas most suitable for development leaving the remaining areas in an essentially natural condition.
4. The City shall discourage the development of small isolated hillside residential areas which can only be reached by long roads in steep terrain.
5. In the hillside areas, the maximum intensity of development shall be regulated by slope-density standards.
6. In designing housing clusters, particular attention shall be given to minimizing dangers of geologic and fire hazards, minimizing adverse visual impact on surrounding areas, ensuring compatibility with the natural

environment to the maximum extent possible, and recognizing other policies of the Natural Environment Element.

Neighborhoods

The concepts of neighborhoods and neighborhood identity are very important to residential development in Claremont. Factors such as the introduction of new or excessive traffic, substandard public services, poor private maintenance, lack of identification of the residents with the neighborhood, lax zoning controls, age and economic pressures (including taxes) may cause deterioration and disruption of neighborhoods. Conservation of existing housing, good street design minimizing traffic in residential neighborhoods, common open space and neighborhood schools, and a strong code enforcement program, are needed to promote neighborhood identity and a good living environment.

In the past, Claremont used the concept of locating neighborhood schools adjacent to neighborhood parks. Now neighborhoods are often identified by their respective school or park. This is a positive influence and should be preserved in existing neighborhoods and encouraged in new areas of the City.

- 7. The City shall promote neighborhood conservation and identity.**
- 8. The City shall conserve the existing housing stock and encourage maintenance and rehabilitation of that housing.**
- 9. The City shall work to protect neighborhoods from harmful and unnecessary vehicular traffic.**

COMMERCIAL/INDUSTRIAL

Commercial/industrial developments in Claremont are generally clean and compatible with surrounding uses, because the City does not have the pressures of heavy industry or large regional shopping centers. Also, careful planning and active code enforcement have played a vital role in creating and maintaining these non-polluting and compatible developments. Claremont would like to maintain the character of its commercial/industrial developments and encourage a mix of retail, office, professional, wholesale uses along with non-polluting, energy-efficient industrial uses that will broaden the local tax base, create employment, and benefit the citizens of Claremont.

- 10. The City shall encourage a mix of retail, office, professional, wholesale, and non-polluting industrial uses within Claremont.**
- 11. The City shall preserve and promote viable commercial centers.**
- 12. The City shall encourage development that will broaden the local tax base, create employment, and benefit the citizens of Claremont.**

Most commercial land in Claremont is located on major arterials. Strict design review will be used in order to limit the number of access points, to secure substantial setbacks for new structures, to assure that adequate landscaping and parking requirements are met, and in general to obtain a high quality of design for these critical areas.

With only a relatively small amount of commercial/industrial land left undeveloped, the City would like to ensure high quality developments. In order to accomplish this, the City will require Specific Plans for sites that will have a significant impact on the City and/or surrounding development whether existing or proposed. The City will also work with owners and developers in order to create viable projects while keeping in mind that creative solutions should be encouraged. The former quarry site at the southeast corner of Foothill and Claremont Boulevards is an example of such a unique site.

This site is designated as having low suitability for development in its current state. It can be made more suitable only if several problems associated with the site are resolved. One of the most significant problems is the inadequacy of existing transportation facilities. This is compounded by the division of the entire site by the County line and the multiple jurisdictions involved in providing adequate facilities. Therefore, development of the site shall occur in three phases, or alternatively in one phase provided the traffic requirements set forth below are satisfied for all three phases in the one phase. During each phase, one-third of the total development on the entire site shall be allowed. To minimize the impacts of this development, the following minimum transportation improvements shall be required before occupancy:

- | | |
|-----------|--|
| Phase I | a) 2 lanes of Monte Vista between Foothill and Arrow Route built.
b) 4 lanes of Monte Vista between Foothill and Arrow Route engineered and the right-of-way for it secured.
c) Right-of-way for 4 lanes of Monte Vista between Arrow Route and Arrow highway secured. |
| Phase II | 2 lanes of Monte Vista between Arrow Route and Arrow Highway built. |
| Phase III | 4 lanes of Monte Vista between Foothill and Arrow Highway built. |

Before any development occurs on this site, the City shall adopt a specific plan and any other documents necessary to satisfy the following minimum requirements. The intensity of development on the site shall be specified. Required transportation improvements in addition to those indicated above shall be specified. Design guidelines shall be provided to ensure that development of the site is a positive addition to the City's environment through architectural concept and style, scale, and the retention of mountain views. There shall be provisions for coordination of site development with San Bernardino County, so that there is consistency across the County line with regard to intensity, phasing, public improvement and design.

The required documents shall further address development of this site in either of two conditions: as a pit; partially filled or filled to the elevation of the surrounding streets. Development of the abandoned quarry site will require extraordinary measures. Prior to

its development, the City shall be indemnified and held harmless against special risks that the development of the site presents. If the site is to be developed as a pit, the documents shall ensure stabilization of the slopes. The documents shall also assure, to the satisfaction of the City, that development will not present a hazard to the local or regional groundwater supply, and that there is adequate protection against flooding. In evaluating the specific plan, the advice of Pomona Valley Protective Association, which manages recharge operations and represents the water purveyors and well operators in the basin, shall be given great weight. In addition, the specific plan shall not allow uses that would have the potential to contaminate the groundwater. Finally, the specific plan shall emphasize the preservation of mountain views and shall capitalize on the unique topography of the site as a pit in the design concept for the site.

If the site is to be filled or partially prior to development, the required documents shall ensure proper compaction of the fill to accommodate the type and intensity of development allowed by the specific plan. It is recognized that development of the site at this elevation will have a greater visual impact than would development of the site as a pit. Therefore, the specific plan shall also be sensitive to the aesthetic concerns of the community, and shall provide for some preservation of mountain views.

A second site requiring special treatment is the approximately six acre site at the southwest corner of Mills Avenue and Base Line Road because of its proximity to the proposed Foothill Freeway right-of-way, major streets and a retail shopping center. A Specific Plan shall be required and shall include a mix of office and multiple-family residential.

A third site requiring special treatment is the approximately 1.5 acre site at the southwest corner of Towne Avenue and Base Line Road. To facilitate the preservation of the Pitzer House, a historically significant structure, and prior to any future development of the property beyond the existing Pitzer House, a site plan shall be adopted which shall provide for the preservation of the Pitzer House in conjunction with other office professional uses.

- 13. The City shall require Specific Plans for commercial/industrial sites that will have a significant impact on the City or on surrounding developments.**
- 14. The City shall work with owners and developers to create viable projects.**
- 15. The City shall encourage rehabilitation or redevelopment of designated commercial/industrial areas.**
- 16. The City shall encourage commercial land uses that relate to residential uses and that may be located adjacent to residential areas.**

Claremont is interested in maintaining both the viability and vitality of the Village, Claremont's historic downtown. One way of accomplishing this is to encourage residential uses in combination with office and commercial uses. The second floor on many buildings is suitable for residential conversion and would provide needed housing near stores and other necessary facilities. It would provide more housing units,

increase income to owners, and diversify the Village. Increased development or new construction should promote and maintain the Village as a retail and civic center.

- 17. The City shall encourage commercial land uses that relate to residential uses and which may be located adjacent to residential areas.**

PUBLIC/SEMI-PUBLIC

Public and semi-public land uses account for a large portion of Claremont's land area. This is principally due to the Claremont Colleges. Uses within these designations are generally those which provide services to the citizens of the City. Public uses refer primarily to public schools and governmental uses, while semi-public uses include service facilities and major private schools. These uses may generate large amounts of traffic and can have an impact on adjacent uses. Expansion of any of these uses should take place only after possible impacts have been identified and properly addressed. This is particularly true of the Claremont Colleges' land north of Foothill Boulevard, which includes such uses as the Bernard Biological Field Station, Rancho Santa Ana Botanic Garden and the golf course. This land, which is reserved for educational purposes, should not be developed more intensively without City planning review. Particular concerns will be traffic circulation, the relationship between the educational uses and neighboring land, and the avoidance of additional pressures on the local housing supply.

Large amounts of Claremont's public and semi-public land are tax exempt, as are several other uses, such as churches and the senior citizen retirement homes, which are on residentially designated lands. Though many of the uses do not directly produce revenues for the City, they are an important part of the City with benefits including employment opportunities, indirect revenues, neighborhood parks, and neighborhood diversity, which is a vital element of the City's distinctive character. These uses have been an important part of Claremont as it has grown and should be maintained and preserved to continue to benefit the City and its citizens.

- 18. The City shall work with the Claremont Colleges in order to help minimize impacts on adjacent residential neighborhoods.**
- 19. The City shall promote the maintenance and preservation of those uses that, although tax exempt, have provided and continue to provide benefits to the City of Claremont.**

Schools are closely related to neighborhood development and generally serve those residential areas surrounding their location. Since the provision of schools and school services is primarily the responsibility of the Claremont Unified School District rather than the City, school locations that are shown on the General Plan Map are those existing and those proposed by the School District.

With student population declining, the Claremont Unified School District does not foresee the need for any further school site acquisition. Claremont will remain a one-

high-school and one-junior-high school community. Claremont's elementary schools presently provide adequate space but the District is holding two potential school sites north of Base Line Road in case they are needed. All other public uses shall remain in their present locations.

Other uses within this designation include City Hall, libraries, the Post Office, police and fire facilities, and the City yard.

OPEN SPACE

Open space within Claremont has two major functions. First, Claremont has used open space to develop a number of high quality parks for recreational purposes and to serve the City's many residential neighborhoods. Secondly, the City uses open space to ensure the preservation of natural areas and to prevent development in most areas that are subject to flooding, erosion, geological instability, fire, and other hazards.

Parks/Recreation

Claremont has through the years developed a system of parks serving each of its many residential neighborhoods. These parks not only serve the recreation needs of the City through programs of the City's recreation department but also contribute substantially to the visual image of the City. Complementing the system of City parks, the City has also developed a program of street tree planting with special emphasis on the major traffic arteries of the City. This system has been so well done that it forms, in effect, long linear parks surrounding and crisscrossing the City. These parkways make an important contribution to the objective of a distinctive and attractive image of the City and can be considered a substantial investment in the cultural and actual real estate values.

The City, on the other hand, has no major regional park within its boundaries. There is, however, the major Marshall Canyon County Park in the hills to the north, within the City's planning area. The City is also bounded on the north by the Angeles National Forest which contains the Mt. Baldy recreation area.

20. The City shall continue the high standard of maintenance and improvement of facilities and grounds in public parks and open space areas.

21. The City shall coordinate its efforts with other public agencies wherever feasible to locate, develop, and maintain open space.

Open Space

Claremont's open space areas provide a variety of functions. Some of Claremont's open space areas provide recreational land while others are used for educational research, valuable watershed, and water spreading drainage uses. The extensive land holdings of the Pomona Valley Protective Association along the eastern boundary of the City and around the Thompson Creek Dam make an important contribution to the preservation of the natural aspects of the City and to separate it from other

communities. Ways should be sought to take full visual advantage of this open space even though the area cannot be used for active recreation purposes.

Large portions of the hillside area (Sub-Areas 1, 2, and 3) are shown as hillside open space. These open spaces are lands that pursuant to the provisions of the Natural Environmental Element of the General Plan have a low suitability for development. Accordingly, these areas are designated for open space uses and should be kept essentially in a natural condition and receive minimum use and development. Uses envisioned as appropriate include: open space for the use of residents of residential clusters, low intensity recreation, trails, scientific study, pasture, watershed and uses with similar low impacts on the environment.

- 22. The City shall consider and adopt regulations and programs to ensure the retention of identified hillside areas in open space uses.**
- 23. The City shall not allow development on lands that are subject to flooding, ecological instability, and other natural hazards.**
- 24. The City shall encourage equitable tax assessment practices on open space when consistent with local and regional open space plans.**

AIR QUALITY

The Claremont/Upland area is within the South Coast Air Basin of Southern California which suffers from the worst smog in the United States. Claremont's smog is persistent and oppressive, affecting the daily lives and health of all citizens, but particularly of the very young and very old. The approach to improving the quality of the air is a system involving federal, state, county, local, and private interests. Claremont should make efforts at the local level to improve the air quality in our sub-region and the entire basin.

- 25. The City shall incorporate air quality factors into the development review process so that air quality mitigation measures can be applied.**

MEASURES FOR IMPLEMENTATION

- A. The City shall develop and adopt a Specific Plan for the Claremont Village.
- B. A Specific Plan shall be required for any development of the former quarry site at the southwest corner of Claremont Boulevard and Foothill Boulevard.
- C. The City shall develop an Open Space Management Plan.
- D. The City shall extend the residential preservation district to include areas of appropriate historic and architectural significance.
- E. The City shall provide incentives in the form of density bonuses for quality developments.
- F. The City shall continue strong code enforcement.
- G. The City shall review new development on Claremont Colleges land north of Foothill Boulevard.
- H. Developers should incorporate destination studies into project proposals.
- I. The City shall establish criteria for estimating air pollutant emissions from proposed developments.
- J. The City shall adopt emissions performance standards for incorporation into the environmental review process.
- K. The City shall encourage retrofitting existing homes for energy conservation.
- L. The City shall require solar water heaters in new construction.

GENERAL PLAN LAND USE DESIGNATIONS

RESIDENTIAL

Low Density	0-2 DU/AC Single-family detached units Cluster concept encouraged Maintenance of rural character encouraged
Low/Medium Density	2-6 DU/AC Single-family detached units Variety of housing types encouraged
Medium Density	6-15 DU/AC Single-family and multiple-family units Cluster concept encouraged Design should address building scale and outdoor living area
High Density	15+ DU/AC 2-3-story development Development must not adversely affect adjoining properties
Residential Preservation	Preservation of areas with historic or architectural value Development, rehabilitation, and demolition requires review by staff and/or Architectural Commission and/or Planning Commission

COMMERCIAL/INDUSTRIAL

Commercial	General retail businesses Adequate parking and landscaping required
Mixed Uses	Uses include retail commercial, office, and residential Creative solutions encouraged
Office/Professional	Administrative and professional offices Medium high-density residential development Combination of office and residential development Adequate parking and landscaping required
Industrial	Light industrial development Requires direct access to truck routes, buffering and landscaping

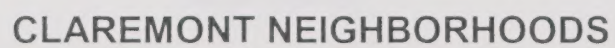
PUBLIC/SEMI-PUBLIC

Public	Public schools, governmental uses, and public service facilities
Semi-Public	Private schools including the Claremont Colleges

OPEN SPACE

Parks/Recreation	Public parks and recreational areas Encouraged in new development
Open Space	Low intensity development Natural open space

F O R E S T B O U N D A R Y



REDEVELOPMENT ELEMENT

ABSTRACT

Claremont recognizes that it can no longer rely upon new construction and a growing population to generate funds to provide an acceptable level of public services. Present assessment practices and limited property tax revenues have further reduced the City's ability to provide extensive expansion of existing public services. The city intends to pursue an active role in the redevelopment of target areas to provide adequate public services, attractive land uses and maintenance of quality residential areas. The Redevelopment Element contains five general goals and ten policies which recognize the needs of the City.

AUTHORITY AND SCOPE

Government Code Section 65303(l) authorizes preparation of a Redevelopment Element as part of the General Plan and is stated as follows:

"The general plan may include the following elements or any part or phase thereof: A redevelopment element consisting of plans and programs for the elimination of slums and blighted areas and for community redevelopment, including housing sites, business and industrial sites, public building sites, and for other purposes authorized by law."

The Redevelopment Element states that the intent of the City is to provide for adequate public services, housing, business and industrial development and expansion of the tax base through the redevelopment process.

The scope of the element is limited primarily to the City of Claremont and those portions of Los Angeles County which are in Claremont's sphere of influence. Provisions are contained in the element which allow consideration of redevelopment activity wherever applicable throughout the City.

INTRODUCTION

Local redevelopment activities are carried out under the provisions of the State Community Redevelopment Law (Health and Safety Code, Division 24, Part 1). The principal financing tool available in a redevelopment agency is tax increment financing. Through tax increment financing, a redevelopment agency may borrow money or sell bonds to finance improvements in a project area and repay these debts by receiving the incremental increase in tax revenues from new development occurring after the final adoption of the redevelopment plan. When all indebtedness is repaid, this tax increment continues to be paid to all of the taxing entities within the project area.

Redevelopment can provide funds for projects which could not normally be funded by a local government because of the much greater potential revenue available.

Redevelopment law gives a local agency the authority to:

- install public improvements;
- enter into a joint participation agreement with a developer to reduce portions of development costs and encourage more revitalization in the project area;
- condemn and consolidate land for either public or private redevelopment;
- underwrite the cost of private redevelopment;
- provide financing for low and moderate income housing even on sites that are outside the redevelopment project area.

The purpose of the Redevelopment Element is to establish a general statement of community policy relative to future redevelopment actions, programs, and specific projects and to integrate these policies and action plans into the comprehensive decision making process of the City.

The Redevelopment Element by its very nature contains many relationships which are intrinsic to each of the other elements of the General Plan, but it has particular significance as an extension of the provisions of the Land Use, Housing, and Historic Preservation Elements.

The Redevelopment Element complements the Land Use Element which contains a number of policies relating to specific development actions, particularly in the Village and along major streets. The Redevelopment Element not only discusses methods of implementing and expanding these recommendations but also develops a policy framework within which all redevelopment activities in the City can be exercised.

The Redevelopment Element also complements the Land Use and Historic Preservation Elements by providing measures for new housing and rehabilitation and reuse of existing buildings. The underlying theme throughout the Redevelopment Element is the recycling of buildings as an alternative to demolition and reconstruction.

On June 12, 1973, the "Redevelopment Plan for the Village Redevelopment Project" was approved. This plan established the boundaries and redevelopment programs and activities for the project area generally encompassing the Village. On February 4, 1981, the project boundary was expanded to include the Cambridge Square center at Arrow Highway and Indian Hill Boulevard. Figure 1 is a map of the present redevelopment project area. The Redevelopment Element provides for expansion of the project area or the establishment of new project areas as necessary to implement the policies of the City.

GOALS

The purpose of the Redevelopment Element is to accomplish the following general goals through policies and implementation measures.

IT IS THE GOAL OF THE CITY OF CLAREMONT TO ...

PROVIDE FOR THE EXPANSION OF THE ECONOMIC AND EMPLOYMENT BASE, TO REDUCE ENVIRONMENTAL POLLUTION, TO ASSIST IN PROVIDING BETTER SERVICES AND TO MAINTAIN FISCAL WELL-BEING.

PROVIDE FOR A BROAD RANGE OF LAND USES IN REDEVELOPMENT AREAS CONSISTENT WITH OVERALL LAND USE GOALS OF THE CITY.

PROVIDE FOR REDEVELOPMENT ACTIVITIES THROUGHOUT THE CITY AS NECESSARY TO MAINTAIN AND ENHANCE VIABLE RESIDENTIAL, COMMERCIAL AND INDUSTRIAL DEVELOPMENT.

PROVIDE FOR ORDERLY TRANSITION BETWEEN RESIDENTIAL AND NON-RESIDENTIAL LAND USES AND BETWEEN REDEVELOPMENT AND NON-REDEVELOPMENT AREAS.

RETAIN THE VILLAGE AS A COMMUNITY CENTER OFFERING A PLACE FOR SOCIAL CONTACT, GOVERNMENTAL, CULTURAL AND ECONOMIC ACTIVITIES.

GENERAL POLICIES

Claremont's overall redevelopment goal is to maintain and enhance the economic stability and independence of the City while encouraging renovation and recycling of existing buildings. General policies which achieve this goal address the use of specific review procedures and quality design compatible with existing neighborhoods.

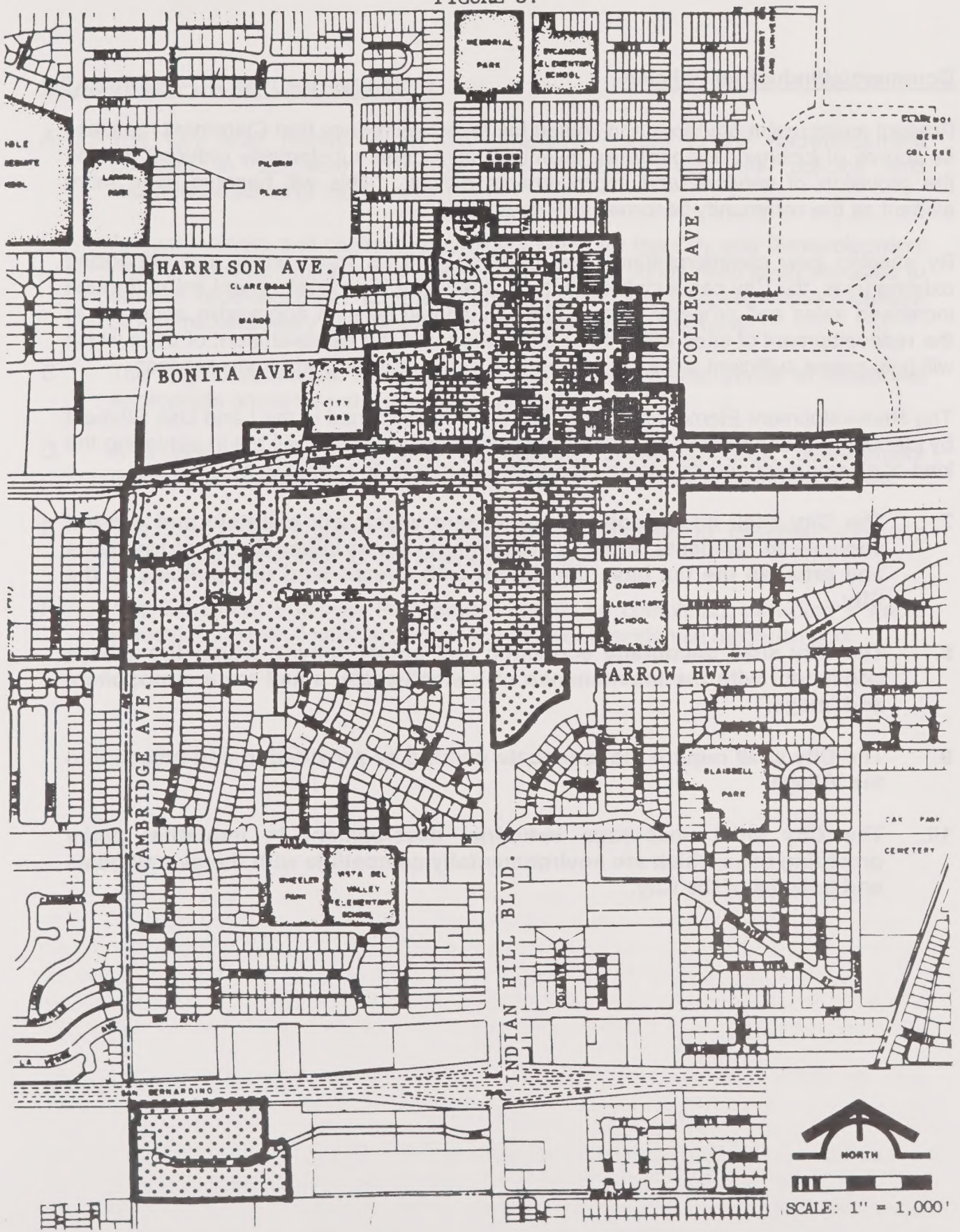
- 1. The City shall encourage the preservation, maintenance, enhancement and reuse of existing buildings whenever feasible.**
- 2. The City shall require a high quality of design which stresses imagination and initiative and provides development which is compatible with existing neighborhoods.**
- 3. The City shall encourage the use of Specific Plans to provide innovative development and redevelopment.**

Residential Policies

Claremont suffers from a shortage of multiple-family residential units and low-cost, single-family units, particularly in the Village area because of the high demand placed on existing units by college students and senior citizens. Policies should be implemented which expand the existing multiple-family and low-cost residential housing supply. In addition, existing structures should be maintained whenever possible. Residential policies contained in the Redevelopment Element are consistent with both the Housing and Historic Preservation Element policies.

- 4. The City shall encourage development of multiple-family residential housing within redevelopment areas to help meet the needs of a varied population.**
- 5. The City shall encourage the retention and renovation of existing residential structures whenever feasible.**
- 6. The City shall encourage the relocation of existing residential structures when retention of those structures on-site is not feasible.**

FIGURE 3.



REDEVELOPMENT DISTRICT

Commercial/Industrial Policies

Present assessment practices and limited tax revenues require that Claremont reassess its source of income. Property tax revenues have been substantially reduced making the provision of services and improvements difficult. This will become even more evident as the community becomes fully developed.

By seeking new commercial/industrial uses as well as maintaining and enhancing existing uses, the City can supplement the lost revenue in redevelopment areas through increased sales and property taxes. The City should take an aggressive approach in the redevelopment of sites within the project area and the establishment of uses which will help create sufficient sales tax revenues to aid in providing adequate services.

The Redevelopment Element complements policies contained in the Land Use Element by identifying areas of the City where redevelopment programs will aid in achieving the kind of environment and development pattern desired by the community.

7. **The City shall encourage redevelopment which will maintain and expand services to residents, create employment opportunities for local residents and broaden the tax base consistent with overall land use policies of the City.**
8. **The City shall encourage economic and social activity within the Village consistent with the maintenance of a small-scale, small town atmosphere and image.**
9. **The City shall require that adequate parking be provided in and adjacent to the Village.**
10. **The City shall encourage industrial development in industrial parks providing uses which are environmentally compatible with the overall goals and policies of the City.**

MEASURES FOR IMPLEMENTATION

- A. The City shall monitor other City programs related to the Redevelopment Element to be sure that they are consistent with the policies and recommendations of the General Plan.
- B. Annual budgets and capital improvement plans for the City and Redevelopment Agency shall be monitored to ensure that sufficient funds have been allocated to finance redevelopment programs and projects, and property-owner-incentive programs necessary to implement the Redevelopment Element.
- C. The City shall monitor changing land use and economic trends to determine appropriate areas for redevelopment programs.
- D. A Village Specific Plan shall be adopted specifying uses, development regulations, parking, and adequate transition from residential and college uses.
- E. The Cambridge Square center shall be redeveloped to establish adequate shopping opportunities for the area's residents.
- F. The Claremont Business Park project should be completed, providing a viable industrial site with limited impact on the adjacent residential neighborhood.

The City of [City Name] is hereby [action] [subject] [details] [purpose] [authority] [effective date] [signature line]

Whereas [City Name] is a city of the State of [State Name] and is entitled to the same rights and privileges as other cities of the State; and

Whereas [City Name] is entitled to the same rights and privileges as other cities of the State; and

Whereas [City Name] is entitled to the same rights and privileges as other cities of the State; and

Whereas [City Name] is entitled to the same rights and privileges as other cities of the State; and

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HISTORIC PRESERVATION ELEMENT

ABSTRACT

Claremont intends to generate interest and awareness of Claremont's historic resources and to focus appropriate attention on the protection of these resources. The Historic Preservation Element will be a part of a comprehensive historic preservation program, a program which recognizes the stability and continuity which a sense of history can contribute to the community. Historic preservation is not only preservation of the past but is also a way of preserving the future. It preserves Claremont's future by creating citizen enthusiasm and popular interest in the community's past; it creates a recognizable identity for the community, a source of common pride, which carries over from past to present. The Historic Preservation Element contains an explanation of The Historic Resources Inventory, three goals and twelve policies.

AUTHORITY AND SCOPE

Section 65303 of the Government Code specifically includes historical preservation as a permissive element and authorizes preparation "... for the identification, establishment and protection of sites and structures of architectural, historical, archaeological or cultural significance..."

INTRODUCTION

The purpose of preservation is to learn from the past, to seek to understand the relationship between the quality of the built environment and the quality of life that his environment represents.

Claremont is a college-oriented, residential community which has maintained a small town quality, humanity in the scale of its buildings, and a diverse yet harmonious feeling to its residential streetscapes and its historic commercial core. The Claremont streetscape provides a variety of visual experiences, enhanced by its many architectural styles which provide documentation of the City's evolution, growth and continuous use. An overview of the distinct environments which make up the Claremont experience can be seen in the stone houses of Russian Village, the college campuses, the grove houses north of Base Line and the architecturally varied styles of the Historical Claremont District zoning area, with some very fine examples of craftsman architecture.

Although there has been little coordinated formal preservation activity within the City, there have been several moves in that direction:

1. The intent of the adoption of the Historical Claremont District in 1970 was to maintain single-family use in the oldest residential section of the City. The purpose of the adoption was to preserve an area which enriches the entire community and to subject it to strict planning and development controls.

2. The community's early activation of an Architectural Commission for design review of new development as well as changes, additions, and alterations to buildings within the Historical Claremont District.
3. The organization and re-use of space within the existing City Hall, preserving the architectural integrity and scale of the original building (built circa 1930-48, renovated in 1976); and the preservation of the post office (built in 1935, restored in 1977).
4. The founding, in 1976, of Claremont Heritage, Inc., a non-profit preservation organization which, with the assistance of the City of Claremont, was awarded a grant in 1977 for the execution of a survey of the City's historic resources. With the inventory has come an increased awareness and appreciation for Claremont's past.
5. The formation of the Claremont Historic Resources Center in 1979 which provides a regularly staffed, centralized resource and information distribution office for the community, and carries out programs for Claremont Heritage, Inc. The Center received a second grant from the State Office of Historic Preservation for documentation of Claremont's historic resources and a third grant to help with the printing of Claremont: A Pictorial History.

Even with this fairly commendable record, there is the need for a planning guide on preservation goals.

The community is fast approaching becoming fully built. Claremont must strive for a harmonious mixture of old and new, encouraging and stimulating sensitive change which does not destroy the integrity or the feeling of the City.

From an economic and physical point of view, in a period of diminishing resources, rising building costs and expensive building materials, the rehabilitation and restoration of older structure becomes an attractive alternative to demolition and new construction. Preservation activities have enhanced property values and increased economic and financial benefits in many cities. Within the older commercial cores of a number of cities, communities have turned to historic preservation, adaptive re-use, and compatible design controls to strengthen the City's economy and enhance the City's attraction to residents, tourists, and visitors. Such success can result in new jobs and services, greater tourism and higher revenues from property and sales tax.

From a social viewpoint, there are many benefits. Older buildings, continued in use over long periods, evoke a sense of continuity. The survival of large portions of the past give a sense of security and a sense of place.

The Historic Preservation Element, implemented by ordinances, can establish a strong policy statement for the continued preservation of the historic environment with the involvement and commitment of the citizens. The City has a challenge to continue to use its past, in the form of existing resources, to create the best possible future.

GOALS

The purpose of the Historic Preservation Element of Claremont' General Plan is to accomplish the following goals through policies and implementations:

IT IS THE GOAL OF THE CITY OF CLAREMONT TO...

PROTECT AND ENHANCE SOCIAL, ARCHITECTURAL, ARCHAEOLOGICAL, AESTHETIC, AND HISTORICAL RESOURCES LOCATED WITHIN THE CITY OF CLAREMONT WHICH EVOKE DISTINCTIVE STAGES OF THE CITY'S HISTORY SO THAT SUCH RESOURCES MIGHT BE PART OF THE CONSCIOUSNESS OF PRESENT AND FUTURE GENERATIONS.

BUILD PRIDE IN CLAREMONT'S UNIQUE QUALITIES BY FOSTERING CITIZEN EFFORTS TO PRESERVE AND ENHANCE HISTORICAL RESOURCES.

REUTILIZE EXISTING RESOURCES THROUGH HISTORIC PRESERVATION ENCOURAGING COMMUNITY CONSERVATION AND NEIGHBORHOOD IMPROVEMENT.

HISTORIC RESOURCES INVENTORY

Beginning in 1977 the City of Claremont, Claremont Heritage, and the Claremont Historic Resources Center conducted a comprehensive inventory or survey, evaluating structures in various historic areas within the City. Phases of the survey were completed in 1979, 1980, and 1981. The boundaries of the survey area were chosen to include the original townsite as well as concentrations of buildings in early subdivisions, the college areas, and citrus-related structures and neighborhoods.

The primary purpose of the historic survey was to provide documented information which could be used to develop a local historic preservation program. The information gathered was used to determine which properties and neighborhoods in Claremont have historic or architectural significance.

The survey also provided essential information for the completion of The Historic Resources Inventory. This document is consulted by any state or county agency which may be planning a project in Claremont to determine whether that project may affect a local historic structure, in which case, alternatives to the project are to be considered.

The survey also provides a reliable source of information for City staff to consult when public or private projects are proposed within Claremont historic areas. The availability of this information assures that the impact of a project upon historic structures and neighborhoods will not be overlooked. The survey results are also available to the public and represent a valuable tool for community education and information.

Although each building within the area may not be identified separately, those buildings surrounding individually significant ones are, for the most part, included as visual

contributors to the neighborhood streetscape and general environment. It is the emphasis on protecting and enhancing a neighborhood or environment that is most crucial here. Claremont, as the survey shows, still has its neighborhoods, commercial core and college environment intact. While not all the structures can be considered landmarks, the scale, diverse architecture, density of the buildings, and the fact that these structures are, for the most part, still in their original context that is important. In general, the survey, through both the individual and neighborhood forms, indicates that there are a great number of historically significant structures still maintained as single-family residences. Many of these same structures are also architecturally important and are well-built representations of periods of development and styles which cannot be recreated. The variety of architectural styles, the sense of scale, and the continuity singles out and ensures Claremont's place as a unique community in Southern California. The collection of homes typifying life styles from the 1890-1940's possesses a workmanship and character not found in current times and serve as reminders of a different era of labor and craftsmanship.

Criteria used for placing resources on the inventory were the following:

- a) Buildings, structures or places, including landscaping, that are important key focal or pivotal points in the visual quality or character of an area, neighborhood, or survey district.
- b) Structures associated with historic figures.
- c) Structures that represent an architectural type or period and/or represents the work of known architects, draftsmen, or builders.
- d) Structures that illustrate the development of California locally and regionally.
- e) Buildings remaining in original condition and illustrating a given period.
- f) Structures unique in design or detail.
- g) Structures serving as examples of a period or style.
- h) Structures contributing to the architectural continuity of the street.
- i) Buildings which appear to retain the integrity of their original design fabric.

The Local Register, including maps illustrating survey structure from 1886-1946, is on file in the Community Development Department.

The major findings of the survey can be summarized as follows:

1. Claremont has maintained a "bedroom community" atmosphere with 90 percent of all structure within the community being residential. This high percentage of land use devoted to residential use is the result of deliberate choices made by

the community in the 1950's and is an important difference that helps to set Claremont apart from many other cities in Southern California.

2. Within the survey area, homes are generally set amidst tall trees, on wide streets laid in a grid pattern featuring parkways heavily planted with street trees. The survey houses display a variety of styles and sizes, many dating back to the turn of the century, mirroring styles current at that time. During the earliest stages of development, the absence of building codes and zoning laws resulted in an interesting and livable pattern of urban design.
3. A consistent development pattern apparent from the survey is the importance in Claremont of the corner house. On most of the blocks of older Claremont, the corner houses serve as anchors for the rest of the block.
4. The cloistered group of small colleges on approximately 300 acres offers numerous gardens, open spaces, and a wide array of architectural styles. Many of Claremont's architect-designed structures are located on the college campuses.
5. Claremont's downtown, The Village, is still a vital commercial center with the grid pattern typical of many 19th century downtown's and contains representative architecture from each period of Claremont's growth.

GENERAL POLICIES

1. **The City shall incorporate the protection of architectural, historical and archaeological resources in the immediate and long range planning process of both public and private actions throughout the City.**
2. **The City shall initiate efforts to raise community awareness regarding the history of the City and its physical development and educate the public to the significance of historic areas, sites, and structures and the social events associated with them.**
3. **The City shall encourage preservation and enhancement of existing landscaping, recognizing the importance of tree lined streetscapes to the image of Claremont.**

NEIGHBORHOOD LIVABILITY

Historic residential neighborhoods are endangered by traffic problems. The Circulation Element of Claremont's General Plan identifies streets which are major traffic carriers, gives the goals and policies which relate to circulation in the City, and identifies certain problem areas within the City. Almost all of Claremont's major streets are bounded by some residential structures. People who reside on these streets live with more trucks and cars traveling at generally higher speeds. These conditions, which result in noise and safety problems, threaten the livability of otherwise fine, healthy residential neighborhoods. New neighborhoods have been and can be designed to minimize the

impact of major streets through methods such as landscaped buffers, cul-de-sacs, frontage roads, and by backing lots up to those streets. Older areas, not protected from traffic, are often converted from single-family neighborhoods to multiple-family and commercial areas. Most of the problem areas listed in the Circulation Element are in historical single-family neighborhoods. The City, through the General Plan and other planning policies, must resolve these problems so that the livability of these neighborhoods is improved.

4. **The City shall recognize the fragile nature of the historic residential areas and shall protect these residential areas from unnecessary traffic and encroaching commercial development by pursuing policies of street management to ensure continued historic neighborhood quality.**

DESIGN REVIEW

The Land Use and Community Design Elements of Claremont's General Plan consider the community value of historical, architectural and neighborhood resources when specifying land use classifications. Zoning designations within present and future specified preservation areas should also reflect the types and densities of land use which are consistent with the character of critical architectural, historical and neighborhood resources.

Project review and design criteria should be employed by the Architectural Commission for projects within and adjacent to preservation areas. Interested citizens should be encouraged to participate in reviewing projects in these areas. Specific neighborhood plans could also be prepared for designated areas to provide additional design guidance for the rehabilitation or restoration of existing structures and for the construction of new private or public projects. Design review should take into account the importance of maintaining scale and visual harmony in blending the old with the new. Also a need exists for a lit of compatible construction materials to be used in historic areas.

5. **The City shall encourage active neighborhood participation in the maintenance of their environment and encourage pride in the quality and character of historic areas.**
6. **The City shall assure that historical residential areas are maintained as cohesive, healthy neighborhoods through effective land use, circulation, and architectural review policies.**
7. **The City shall ensure compatibility of new development with the character of the existing neighborhoods especially where the character of the significant architectural and historic resources are affected.**
8. **The City shall maintain the harmonious appearance of each historic area and address the transitional areas between residential and commercial areas, the residential and industrial areas, and residential areas and the colleges.**

9. **The City shall define historical districts or preservation areas within which all development and rehabilitation shall be reviewed in terms of both site and building design.**

DEMOLITION

All demolition permits for structures listed on the local register of significant structures should be reviewed by the City, and by preservation and neighborhood organizations in order to explore with the owner available alternatives to demolition and the potential for City or private participation in the preservation of individual critical structures and/or incentives for neighborhood conservation. If alternatives to demolition fail, the City should encourage relocation to suitable sites as an alternative to demolition.

10. **The City shall ensure that no property listed on the local register or adjacent to a property listed on the local register shall be demolished until all alternatives to saving it have been explored.**

FUNDING SOURCES AND TAX BENEFITS

The 1976, 1978, and 1981 Tax Revenue Acts provide lucrative tax benefits for owners of historic income-producing properties. The City and preservation organizations should encourage property owners to use the tax credit and accelerated depreciation benefits so that more historic buildings can be saved and rehabilitated.

In addition, the City can continue to use federal funds for the rehabilitation of older buildings. The City might also use redevelopment funds and/or work with local lending institutions to see that lower interest loans are available for the rehabilitation and restoration of structures listed on the Local Register.

To encourage recycling and re-use of existing resources, the City might waive building permit fees if construction costs are below \$10,000. This is an incentive for the small property owner who does not benefit from the federal tax credits.

FAÇADE EASEMENTS

One of the oldest and safest strategies for historic preservation is the acquisition of a façade easement. Either the City or a preservation group can hold title to the easement which allows the property owner a tax deduction and the City the right to review any changes on the façade of the structure.

HISTORIC BUILDING CODE

Compliance with fire and building codes has often made a restoration project economically infeasible. Unfortunately, the alternatives have been to let some buildings decay or to add staircases and openings which detract from the building and, in some cases, destroy the appearance.

In the 1980 Uniform Building Code, the state included Part 8 which is specifically geared to the preservation of locally or nationally registered buildings. For the first time, increased flexibility is allowed in the requirements for rehabilitated structures. Part 8 has been used successfully at Scripps College.

NON-PROFIT ORGANIZATIONS

Claremont enjoys the surroundings of the Claremont Colleges and the structures there help to give the City an identity. Unfortunately, the non-profit, tax exempt colleges cannot benefit from the tax credits for restoration and are sometimes discouraged because of the costs of maintaining and restoring older buildings. The City should work with the colleges to see that review of preservation projects is expedited and should explore City participation in the preservation of designated landmarks.

ADAPTIVE RE-USE

Re-use or new functions for older structures that would otherwise be demolished is an accepted practice in preservation—particularly in commercial structures. Recycling usually involves extensive restoration or rehabilitation, both inside and outside.

Appropriate adaptive re-use of existing structures in Claremont has had wide popularity in recent years and should be encouraged by the City.

- 11. The City shall encourage recycling and re-use of existing cultural resources through expanding the range of incentives for rehabilitation and restoration.**
- 12. The City shall consider using future redevelopment funds and other funding sources to provide low interest loans for the rehabilitation and restoration of structures on the local register.**

MEASURES FOR IMPLEMENTATION

- A. The City should adopt the Historic Resources Inventory as a planning tool to be used by the Community Development Department. The results of the survey shall be placed on a Local Register of structures which have been deemed cultural, architectural or social resources of importance. The register shall be updated and expanded to include appropriate structures which meet the criteria.
- B. The City shall adopt the California Historical Building Code (Part 8) of the Uniform Building Code which deals specifically with existing structures listed on the Local Register.
- C. The City shall adopt an ordinance to implement the Historic Preservation Element which will ensure an active commitment to conserve the natural and built environment, and to safeguard the cultural, architectural and historical resources.
- D. The City Council should appoint a preservation officer who has a background in historic preservation. This person should have the following tasks:
 - 1. Develop an annual overall, coordinated preservation work program.
 - 2. Propose changes as necessary in the Land Use and Development Code which reflect concerns for the conservation of the built environment.
 - 3. Serve as the City officer responsible for receiving and acting upon inquiries, complaints, and requests relating to historic preservation.
 - 4. Cooperate and meet periodically with local preservation groups, appropriate community organizations, and neighborhood groups.
 - 5. Establish a system of timely notification to appropriate organizations and neighborhoods containing cultural, architectural, or social resources when proposed changes may have an impact on those resources.
 - 6. Facilitate City participation in a revolving fund for restoring old buildings and explore various financial techniques for preservation purposes, including a property owner's assistance program.
 - 7. Establish a procedure for review by local preservation groups of proposed preservation related projects and include the recommendations of these groups in staff reports to appropriate commissions or City Council.
 - 8. Work with the code enforcement officer to institute action against owners of properties in historically designated areas who neglect their real property.

9. Aid in the search for alternatives when projects are proposed which threaten the demolition of the integrity of a historic structure.
 10. Promote citizen awareness of historic preservation efforts and the understanding of the City's history.
 11. Submit a comprehensive report on an annual basis to the City Council, Planning Commission and Architectural Commission on the state of preservation in the community.
 12. Direct the preparation of a rehabilitation technique manual and other public service publications (e.g. an illustrated handout on design review) in cooperation with the City's Housing, Building, and Code Enforcement Officers.
 13. Review all development proposals concerning structures listed on the Local Register or within the Historical Claremont District and forward recommendations to the Planning Commission for approval or disapproval of permits for restoring, altering, demolishing, moving or disturbing cultural resources.
 14. Develop a local landmarks program.
- E. The Charter of the Architectural Commission shall be amended to include the responsibility for overseeing certain aspects of historic and neighborhood preservation.

The Architectural Commission shall:

1. In cooperation with the Planning Commission, establish demolition and relocation guidelines and criteria regarding the following: compatibility with an existing neighborhood, land use questions, circulation and environmental impact of a more intensive use.
2. Refine design review procedures so that the integrity of cultural resources shall be maintained. Such a measure would:
 - Be used to prevent incompatible architecture in areas of the City that have structures of importance to the cultural, social, or architectural history of the community.
 - Encourage adaptation and preservation of older buildings.
 - Ensure that improvements to older buildings incorporate appropriate design and compatible materials.
3. Prepare, with the preservation officer, a design review scrapbook to aid citizens and developers. Such a scrapbook would show with text and graphics what alterations and repairs to structures are in the spirit of the architectural period of the structure.

4. Recommend to the City Council what structures or sites should be designated as landmarks and what special historical, archaeological, social, scientific, architectural, or aesthetic values are applicable to guide the council in selecting and preserving landmarks.
5. Consider the formal recommendations of preservation groups in staff reports concerning historic or culturally important property affected by Architectural Commission decisions.
6. Review all permits for alteration or relocation of Local Register listings.

F. The Charter of the Planning Commission shall be amended to include the responsibility for overseeing certain aspects of historic and neighborhood preservation:

The Planning Commission duties shall include the following:

1. Consider and define new historic district zoning for residential and commercial areas.
2. Promote and investigate land use and zoning classifications that will encourage retention of viable residential and commercial land use.
3. Consider the formal recommendations of preservation groups in staff reports concerning historic or culturally important properties affected by their decisions.
4. Review all permits for Local Register listings.

1. The first part of the document is a letter from the President of the United States to the Congress, dated January 3, 1862. It is a very important document, as it contains the President's views on the state of the Union and the progress of the war.

2. The second part of the document is a report from the Secretary of the War Department, dated January 10, 1862. It contains a detailed account of the military operations of the Army during the year 1861.

3. The third part of the document is a report from the Secretary of the Navy Department, dated January 10, 1862. It contains a detailed account of the naval operations of the Navy during the year 1861.

4. The fourth part of the document is a report from the Secretary of the Department of the Interior, dated January 10, 1862. It contains a detailed account of the operations of the Department during the year 1861.

5. The fifth part of the document is a report from the Secretary of the Department of the Treasury, dated January 10, 1862. It contains a detailed account of the operations of the Department during the year 1861.

6. The sixth part of the document is a report from the Secretary of the Department of the State, dated January 10, 1862. It contains a detailed account of the operations of the Department during the year 1861.

7. The seventh part of the document is a report from the Secretary of the Department of the War, dated January 10, 1862. It contains a detailed account of the operations of the Department during the year 1861.

8. The eighth part of the document is a report from the Secretary of the Department of the Navy, dated January 10, 1862. It contains a detailed account of the operations of the Department during the year 1861.

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COMMUNITY DESIGN ELEMENT

ABSTRACT

Good community design provides a strong, pleasant sense of place and local identity through the harmonious composition of physical elements such as focal points, boundaries and vistas. The City of Claremont shall continue its active role in the development of community design that will maintain and enhance the qualities of Claremont. The Community Design Element contains one goal and twenty-eight policies to guide design decisions.

AUTHORITY AND SCOPE

Authority for the Community Design Element is found in Section 65303 of the California Government Code. That section allows cities and counties to add optional elements beyond the State mandated elements. This element is focused on the City of Claremont and those portions of Los Angeles County, which are in Claremont's sphere of influence. In addition, it addresses other nearby areas which affect the visual quality of the City.

The Community Design Element establishes goals and policies to enhance and protect the livability and investment potentials of the City by assuring the highest obtainable level of quality in the design and redesign of the City's physical forms and other visual aspects.

In order to create an urban environment with harmony among its components, it is necessary for the City to guide the design of the components. The Community Design Element illustrates design concepts which are applicable to Claremont's nature and physical identity. Most of these design concepts are presented in a general way. In addition to setting goals and policies, the illustrations in the Community Design Element can be used as a design sourcebook.

The Community Design Element includes the following sections: Image, City Streets, Architecture, Residential, Commercial, Industrial, Trails, Energy Conservation, and Institutional Uses.

INTRODUCTION

Claremont's citizens, the academic community, the citrus industry, and other businesses, have had a great influence on the physical layout and character of the City. The community developed design procedures very early in Claremont's history. Because of long established design criteria, Claremont has an identifiable community structure with a variety of components.

GOALS

The purpose of the Community Design Element of the City of Claremont's General Plan is to accomplish the following goal through set policies and implementation measures:

IT IS THE TOAL OF THE CITY OF CLAREMONT TO ...

PRESERVE AND ENHANCE THE EXISTING COMMUNITY CHARACTER AND SENSE OF PLACE BY DEVELOPING PROJECTS AND PROGRAMS THAT BUILD UPON POSITIVE DESIGN FEATURES.

IMAGE

Claremont is outstanding in its sense of community. Claremont's image does not revolve around any one or two outstanding characteristics but is found in the successful intermingling of many natural, manmade, and planted features.

The San Gabriel Mountains are Claremont's only major natural feature and are the backdrop to much of Claremont's physical development. Today, due to maturing vegetation and poor air quality, the mountains may not be as dominant for several months during the year. Therefore, Claremont depends increasingly on manmade and planted focal elements for its physical character.

- 1. The City shall encourage the use of public and semi-public buildings, related features such as walls and gates, and open spaces as strong visual focal points.**
- 2. The City shall pursue beautification programs that preserve and enhance the image of Claremont as a community of neighborhoods.**
- 3. The City shall continue to recognize the mountains as a dominant feature.**

STREETS

As one walks or drives along the street, the overall perception of the City is provided by the streetscape, a major element of community design. Streetscape is characterized by the type of landscaping, street furniture, street length, alignment, intersection width, signs, street surfacing material, as well as the location, form, and mass of buildings and utilities.

- 4. The City shall establish street design programs and coordinate street construction or street improvement projects with other City programs.**

Claremont has had a street tree program for many years and should continue to emphasize this important program.

- 5. The City shall preserve all existing mature trees within the street right-of-way and encourage preservation of all mature trees on private property where visible from the street.**

6. **The City shall promote the installation and maintenance of landscaping in public and private areas according to street type, surrounding architecture, general character of the district and street beautification programs.**
7. **The City shall promote the use of drought-resistant plants.**

In order to remain a distinct community, Claremont should mark its boundaries. Physical separation exists only on the northern and eastern borders of the City. To the north lie the mountains and to the east are the open lands of the Pomona Valley Protective Association and pits that are being mined for gravel. On the south and on the west, Claremont fuses with neighboring cities and must depend on some design element, such as a marker or landscaping treatment, in order to distinguish its borders.

8. **The City shall mark all entryways with markers which differentiate major and minor entries but also have some recognizable element in common.**

The street is an important public space with its own need for a unified design treatment. Developments along a street should fit into the established pattern.

Street design should reflect the different functional types of roads. In a fast-moving vehicle one cannot perceive small scale details; this should be considered when the landscaping and other visual aspects of the street are being designed. Street design should relate to the nature of the area. The more intensely urban the area, the more highly cultivated the nature of the landscaping. On the other hand, less cultivated plants may enhance the rural area. Streets in new developments represent an opportunity for distinctive and improved design.

9. **The City shall make City streets the unifying framework of the community through its use of distinctive design treatments.**

New development throughout the City creates more traffic, impairs views, diminishes open spaces, requires construction of new utility lines, and alters the visual quality of the environment in the City.

10. **The City shall require developers of new projects creating these urban impacts to offset them by participating in programs to provide greenbelts, open spaces, street landscaping and utility undergrounding.**

ARCHITECTURE

Claremont's architecture is important in establishing a positive image for the City. Architectural forms are the dominant visual elements in the urban environment and have a major effect on establishing the image and identity of any area.

Architecture is the most visible and permanent physical representation of the values and aspirations of a society. In the past there was usually one predominant style, and since the majority of buildings were built in that style, they were unified visually. Today, because of technological advances and the number of styles available, there is the

possibility of unlimited variety in architectural form. Not all styles work well together, and to allow unlimited freedom invites chaos in the visible environment. Therefore, it is necessary to evaluate Claremont's architectural environment in order to develop goals and set standards to govern new development.

11. Through its design review process, the City shall:

- a. Encourage excellence in architectural design.**
- b. Ensure that new development be a positive addition to the City's environment and not detract from the nature and character of appropriate nearby established development because of architectural style, scale or location.**
- c. Encourage all new development to respect distinctive landforms, significant plants, and plant groups in its design.**
- d. Ensure that new development show proper consideration for solar and wind orientation.**
- e. Preserve areas or buildings of historic and architectural significance as physical representations of Claremont's historic and cultural heritage.**
- f. Encourage the restoration and re-use of older structures which contribute to Claremont's character and sense of historic and cultural identity.**

Signs have an obvious effect on the character and quality of a community. As a prominent part of the scenery, they attract or repel the viewing public, affect the safety of vehicular traffic, and help to set a tone for the neighborhood and City, by their suitability and appropriateness.

- 12. Signs shall serve primarily to identify the establishment on the site and shall not compete for visual attention.**
- 13. A sign shall harmonize with its building, neighborhood, and other signs in the area.**
- 14. The City shall invite artistry and innovation in signs that improve the appearance of the buildings and neighborhoods in which they are placed.**

RESIDENTIAL

One of Claremont's most outstanding resources is its visual diversity. Individual neighborhoods and districts add variety. The City's major streets provide the cohesive framework which gives the City form.

Unique districts can be the product of an underlying theme or character (i.e. architectural and cultural), or can be created by physical barriers such as steep slopes, freeways, or major streets. The City is presently divided into a number of recognizable districts such as, Historical Claremont, Claraboya, the Barrio, Russian Village, and Piedmont Mesa.

- 15. The City shall promote and protect the unique identity of residential neighborhoods within the City.**

Poor maintenance and appearance and the potential for vandalism have a dispiriting effect on residents and visitors. The character of an entire neighborhood depends on the maintenance and appearance of each home within it. One poorly maintained property can negatively affect a district which is otherwise well kept. It is the responsibility of each homeowner to ensure that his property is a benefit to his immediate neighborhood.

- 16. The City shall encourage proper maintenance of homes, buildings, yards, and the neighborhood in general.**

COMMERCIAL

Good commercial areas, like residential neighborhoods, balance visual diversity with a unifying element. They also provide a pleasing environment with ample and attractive parking areas and a wide selection of competitive merchandise.

The commercial Village area is set within a Village neighborhood, while most of Claremont's commercial areas lie along major streets, such as Foothill and Indian Hill Boulevards. Due to the extensive length of commercial frontage and individual lot ownerships, newer areas have evolved without a unifying element or theme distinctive to Claremont. Unifying commercial frontages along Indian Hill and Foothill Boulevards, while retaining the character of individual establishments and centers, requires a street design program.

- 17. The City shall pursue a streetscape design program for commercial street frontages along Foothill and Indian Hill Boulevards.**
- 18. The City shall establish a beautification program for the Village, and shall assure that the Village area be designed primarily for the convenience of the pedestrian rather than the motorist.**
- 19. The City, through its review process, shall ensure that site developments show proper consideration for the visual and the functional aspects of the site and the effect on adjoining properties.**

INDUSTRIAL

Claremont has three major industrial areas: Claremont Triangle (Claremont and Foothill Boulevards), Claremont Business Park (Arrow Highway and Cambridge Avenue), and

the industrially zoned land adjacent to the Santa Fe tracks from Claremont Boulevard to Cambridge Avenue.

Industrial use typically produces a site plan and architecture that contrasts considerably with that produced for commercial and residential.

20. **The City shall ensure that all new industrial development be a positive addition to the City's community setting and that adequate landscape buffers be included.**
21. **The City shall encourage the development of industrial parks with underlying design themes as opposed to permitting development of adjoining industrial properties with different design themes.**
22. **The City shall develop design standards, not only for the protection of the community at large or neighboring properties, but for the comfort of the employees and their employers.**

TRAILS

Claremont's gentle terrain, abundant tree growth, many fine residential neighborhoods, and small neighborhood parks provide an excellent framework for developing an attractive system of pedestrian, bicycle and equestrian trails. With the rising cost of fuel and problems associated with the automobile, non-motorized trail circulation systems are becoming increasingly important. Unfortunately, the walker, runner, hiker, or equestrian is constantly forced to compete with motorized transportation.

23. **The City shall encourage pleasing, safe and easy-to-use non-motorized trail circulation in the City by developing a trail design program as part of the Trails Element of the Physical Mobility Section.**

ENERGY CONSERVATION

Future development, redevelopment, and preservation of the City is more challenging now than in the past because of the ever-increasing energy crisis. Although energy conservation is only one aspect of City development, it can play a major part in contributing to the City's efficiency. Claremont has, and will continue to promote, non-motorized intra-City circulation. It is the intent of the City to pursue walkway and trail systems that make it safer, easier, and faster to walk or bicycle from one area to another rather than drive.

Space heating and cooling energy use is second only to that of the automobile. Developments should be designed to facilitate solar heating and natural cooling. Street orientation, lot orientation, setbacks, density, solar access and landscaping should be considered in designing new development, redevelopment, and preservation projects in the City of Claremont.

Water, a valuable resource, should be considered. Surface drainage and use of drought-tolerant landscaping are possible methods of conserving water. Greenbelts should be designed as surface drainage swales which allow use of rainfall as opposed to the current trend of channeling rainfall out through storm drains.

24. **The City shall establish design ordinances, policies, and programs which shall eliminate the excessive use of natural resources.**
25. **The City shall promote the establishment of programs designed to educate the community on current energy and other resource concerns.**

INSTITUTIONAL USES

Claremont's sense of community is greatly supported by interaction between its residents and local institutions. Claremont's major industry is higher education. Local institutions should lend themselves to community interaction in physical development as well as programming.

26. **The City shall promote good design by local institutions.**
27. **The City shall protect transitional areas between institutional and other uses and also encourage good community interaction between Claremont citizens and City institutions.**
28. **The City should encourage, in cooperation with local schools, colleges and universities, a program of public information in education regarding the urban design framework of Claremont and the on-going urban design process.**
29. **The City shall pursue joint use and development of park sites with school play areas.**

MEASURES FOR IMPLEMENTATION

IMAGE

- A. The City shall develop landscape concepts for all City entrances, with particular attention to the initial visual image of the City.
- B. The City shall protect excellence in design through the architecture, landscaping, and maintenance programs of civic buildings.
- C. The City shall develop a focal point at Second Street and Harvard Avenue which will seek to unify the civic center, including City Hall, the post office, and the library.

STREETS

- A. The City shall consider the mountains as a major focal point when selecting street design and street programs.
- B. The City shall ensure that street designs consider all possible vistas or view corridors as seen from the street and maximize their use.
- C. Pedestrian crossings shall be clearly marked and, wherever feasible, streets should be narrowed at the intersections. Special paving materials, such as brick or the use of color, could emphasize pedestrian crossing areas.
- D. The City shall develop consistency and uniformity on worded signs, adhering to a uniform type face, consistent graphic symbols, and a modular sign size so that different signs mounted in one area or on one pole will be complementary in appearance.
- E. Street trees shall be selected for their adaptability to the City's environmental conditions, visual characteristics and shading. Deciduous trees shall be used so that shade is provided in summer with views open to the mountains in winter.
- F. Individual street elements should be grouped whenever possible to reduce visual clutter. Traffic-control devices, lighting, and related items should utilize common poles. Trash receptacles, mailboxes and newspaper racks should also be combined.
- G. Orderly undergrounding of all overhead utility lines shall be pursued as part of the Capital Improvement Program.
- H. The City shall encourage the State to install the highest quality planting along freeway rights-of-way to ensure compatibility with the environment of Claremont.

ARCHITECTURE

- A. The City shall pursue incentives for promoting excellence in architecture and site planning for all new development in the form of an awards program or similar recognition program.
- B. The City shall require excellence in design in architecture and site planning for all redevelopment projects within the City providing structures which are compatible in style, scale, and mass with existing development.

RESIDENTIAL

- A. The City shall encourage and support all efforts of residents of an area when they indicate an interest in a neighborhood identification plan. The neighborhood committee should be actively involved in selecting as possible elements of identification, distinctive street lighting systems, flowering street trees or shrubs, or other means of identifying their neighborhood.
- B. The City shall require that subdivision walls and the landscaping between the walls and curb be designed as part of the street so that they are simple, orderly and compatible with one another.
- C. Variation of the standard single-family detached housing shall be encouraged. Variation might include zero lot line development, patio and atrium houses, variation in frontage setback requirements, curvilinear street layouts, and grouping of houses on off-street common driveway courts.
- D. Residential neighborhoods shall provide the opportunity for individual privacy. Occupants of a well-designed site should have interior and exterior privacy.

COMMERCIAL

- A. The City shall adopt specific design criteria for Village street furniture, streetlights, benches, trash receptacles, exterior lighting fixtures, kiosks, bicycle racks, mail boxes, and newspaper racks.
- B. The City shall adopt specific design criteria for surface materials of crosswalks, streets, curbs, sidewalks and planting areas, including choice of plant material in the Village.
- C. The City shall give special consideration to appearance in projects that are intended to intensify the Village area activity by using the upper floors in the Village for both commercial and residential uses.
- D. The City shall give special attention to the appearance of projects involving commercial development adjacent to existing residential neighborhoods. The commercial development shall provide for adequate transition, setbacks,

landscaping, screening, etc., to avoid creating detrimental impacts on the adjacent residential sites.

TRAILS

- A. The City shall use existing strong focal points, such as public buildings, parks and historic landmarks in designing the layout of a non-motorized trail system.
- B. The City shall establish a City-wide trail system sign program and design criteria for trail furniture and other related features for the trail users.

ENERGY

- A. The City shall give special consideration to appearance in projects that are intended to improve the energy efficiency of City buildings.
- B. The City shall encourage planting areas and permeable surface materials in required parking spaces.
- C. The City shall establish a complete program for developing and landscaping the center median islands from City limit to City limit along all major streets. Landscaping of median islands should be designed to minimize need for water and maintenance.

SOCIAL ELEMENT

ABSTRACT

The Social Element of the General Plan is designed to provide a framework for the process of social or human resource planning. Unlike other elements of the General Plan that deal with specifics such as housing and noise, the social element addresses the broad concepts of human aspirations and problems and the effective use of available resources in meeting them. It provides guidelines for considering the social effects of traditional physically-oriented City programs, policies and activities. The City of Claremont wants to assure that the human and social needs of its residents are being met, allowing or helping the individual or family unit to achieve or maintain the highest level of personal independence and social well-being.

The Social Element contains three general goals and sixteen policies which are designed to support and enhance the quality of life for all residents of the City.

AUTHORITY AND SCOPE

Government Code Section 65303 allows cities to add optional elements beyond those mandated by the State. This element is focused on the City of Claremont and those portions of Los Angeles County which are in Claremont's sphere of influence. Recognizing that human concerns are interrelated with and influenced by neighboring communities, this element also addresses those which affect the social environment of Claremont.

This element includes a demographic analysis of Claremont, a social profile of the City, and a discussion of the resources available in the community to resolve social problems.

The element contains goals and policies for the reinforcement of community characteristics that enhance human well-being and ameliorate definable social problems. In the final section, steps are suggested for implementing the policies.

INTRODUCTION

Claremont shares with other cities a growing awareness that a truly comprehensive planning process must include consideration of human and social needs in the community. The City attempts to integrate this concern for people in all decisions regarding its programs and services. Claremont endeavors, furthermore, to avoid the negative impact of planning errors and oversight by strengthening the relationships among officials engaged in planning.

The City's commitment to meet the human needs of citizens is not a commitment to take sole responsibility for providing the social services its citizens desire. Rather, it takes a leadership role in providing and sharing information with other agencies and its citizens, referring people to needed resources and services, and promoting the necessary cooperation and planning among the agencies and organizations involved in

human services and activities. The City services as a facilitator to meet its citizen's needs. When necessary, Claremont can also act as a service broker, a role that requires that the City maintain an organized management structure capable of dispensing funds, selecting among service providers, evaluating service effectiveness, and maintaining financial accountability.

If it is determined that a need exists that cannot be met by performing facilitator or broker functions, the City may act as a direct service provider. Funds can be generated by the program itself or from federal, state or local sources.

Human needs are constantly changing, and the availability and efficacy of resources to meet the needs also change; therefore, the Social Element cannot be considered a final product. It represents an initial step in defining a process which will be undergoing constant refinement as it responds to the changing nature of our community.

GOALS

IT IS THE GOAL OF THE CITY OF CLAREMONT TO

MAINTAIN AND PROMOTE A SOCIAL ENVIRONMENT IN CLAREMONT WHICH ENHANCES THE DIGNITY OF THE INDIVIDUAL AND IMPROVES THE QUALITY OF LIFE.

ASSESS HUMAN PROBLEMS AND NEEDS AND ANTICIPATE THE SOCIAL IMPACTS OF PROPOSED PROGRAMS AND ACTIVITIES.

ENCOURAGE A COOPERATIVE AND COORDINATED PUBLIC AND PRIVATE SECTOR SOCIAL PLANNING AND SERVICE DELIVERY PROCESS THAT IS RESPONSIVE TO THE NEEDS OF CLAREMONT RESIDENTS AND MAKES BEST USE OF THE AVAILABLE RESOURCES.

POPULATION CHARACTERISTICS

There are certain statistical indicators that can be used to provide a demographic profile of a community by identifying the types of people who reside in it and their relationship to one another and the environment. Unless otherwise noted, the following information is based on the 1980 Federal Census.

Claremont experienced a substantial growth in population between 1940 and 1970, nearly doubling its size every decade. Land area has also increased with incorporation of flatland areas at the northern part of the planning area. As the remaining unincorporated land of the general plan area is annexed and as the potential land suitable for residential development is depleted, both the growth in land area and population will subside. Our population, according to the 1980 Census, is 30,950. The population of the City is estimated to stabilize in the 38,000 to 40,000 range by approximately 1990.

Claremont can aptly be called a "bedroom community." Not only is the City primarily residential, but over 80 percent of its residents commute to work in other areas. Ninety percent of the structures in Claremont are residences and, of the total number of dwelling units, just over three-fourths of them are owner-occupied, single-family homes.

In only three census tracts are the numbers of multifamily dwellings significant. One of these, Census Tract 92, has a large number of retirement homes bringing the number of multifamily units to 41.7% of total housing in the tract. Census Tract 91, with 33.8 percent of its housing stock of a multifamily type, has many students. Finally, Census Tract 20, in the southern part of the City, has a large number of apartment complexes, reflected in the 42.5% multifamily housing found there.

Much of the character of Claremont is determined by the large number of homes of historical significance, the majority of them concentrated in the central part of town (Census Tracts 91 and 92). Parts of this area and the census tracts to the south have been declared eligible for Community Development Block Grant funds, which allow for the infusion of money to ensure that older houses will continue to be well maintained.

Claremont is a stable residential community. The median length of time a family has lived in its current home is seven years. However, throughout the City the median lengths of residency range from six to ten years in the north central census tracts (which are mainly single family neighborhoods) to less than two years in the college and multifamily areas.

Its largest industry is the Claremont Colleges, which employs 1,050 people. The Colleges profoundly influence the social character of Claremont and have throughout the history of the City. The close tie between the City and the College may be seen in the names of the City's streets which were required to bear the names of colleges and universities.

Undoubtedly affected by the presence of the Colleges, Claremont has an unusually large number of well-educated residents. The median education level of the primary wage earner is four years of college, and in one of the eight census tracts, that in which the colleges are located, the median educational level is six years of college with the attainment of a master's degree. The county-wide median level is 12.39 years of schooling based on the 1970 Census.

Because Claremont's primary wage earners are employed in professional and technical fields more than in any other kind of work, the median income is high compared to that of other communities. Claremont has the highest median income when compared to the surrounding communities of Rancho Cucamonga, LaVerne, Montclair, and Upland. The 1980 Census indicates a median income of \$26,867 for Claremont residents.

One demographic feature that adds uniqueness to the Claremont community is the age distribution of its population. Of the two distinct age groups which significantly influence our population, one is the 1,750 retired persons, many of whom live throughout the City in single-family homes but most of whom are concentrated in central Claremont. In

Census Tract 92 in central Claremont, 38.6% of the population is 55 years of age or older.

The other significant age group is the college-age student. Approximately 5,600 students are enrolled in the Claremont Colleges, living in dormitory group quarters or in rental units nearby. This population drops considerably during school holidays.

The City of Claremont varies in socio-economic characteristics from one area of the community to another, generally breaking along east-west lines corresponding to census tract boundaries. Some of the scales used to point out socio-economic stratification are income, incidence of unemployment, education level, length of residency, racial background, and incidence of female heads of households. In Claremont, no one census tract or grouping of tracts is consistently at the same level of each scale of measurement.

Census Tract 01 in the area of the City north of Base Line Road and below Thompson Creek Channel, has experienced the most growth over the past few years and will continue to do so since it encompasses most of the remaining undeveloped flat land. Relatively expensive newer single-family residences built s tract homes on large lots are typical of the area. Households have a median income of \$38,385, well above the City median of \$26,867. The median age of residents there is 32 years.

Census Tracts 17 and 18, between Base Line Road and Foothill Boulevard, form a socio-economic unit because of their similarities. Characterized by modern yet well-established single homes, the average resident is a young married professional with school-age children. Like Census Tracts 01 and 02, the area enjoys higher household incomes than the City median. These three census tracts are the most stable in the City since they have lengths of residency averaging eight to ten years compared to a City-wide average of seven years.

Overall, it may be said that there are two distinct geographical areas within the City – that which includes the four census tracts above Foothill Boulevard and that which encompasses the remaining three below. As compared to the northern part of the City, the more southerly tracts have a higher density of population; about 50 percent of the population live on one-third of the land area. Incomes for this part of the City are much lower than those found above Foothill Boulevard. There is a higher rate of unemployment and a large ethnic population.

Both Census Tracts 91 and 92 in south central Claremont contain many buildings of historical interest but are otherwise quite dissimilar. Census Tract 92 is characterized by a large number of retirement homes and the highest percentage of senior citizens in the City. The racial makeup of the area is mainly white with less than five percent non-white residents. On the other hand, the figures describing Census Tract 91, on the east, reflect the character of a college community. Lengths of residency are the shortest, the median age is the lowest, and education levels are the highest in this tract. Tract 91 also includes the area known as Arbol Verde which is of historical significance to the City as long-time residence of a substantial number of Latino persons. The

percent of non-white in Census Tract 91 is 21.0 compared to an overall City percent of 12.6 percent.

Census Tract 20 also shows substantially greater numbers of non-white residents than the rest of the City. Census Tract 20 has a 20.0 percent non-white population because of its large Black population.

Along with a higher non-white population, the southernmost census tract has more multifamily housing and more areas set aside for light industrial development. Generally, the tract houses young couples and their children, as reflected in the high percentage of preschoolers to be found there. Census Tract 20 is notable for the higher amount of unemployment. There is also a higher turnover in residence as shown in a 2.9 years length of residency compared to a City-wide seven years, and a substantially lower household income - \$20,076 compared to \$26,867 City median income. Finally, Census Tract 20 has more women who are heads of households than are to be found generally in the rest of the City.

SOCIAL PROFILE

Methodology

A review of statistical information was used to develop a City demographic profile, and individuals were asked their perceptions of Claremont. Although time and financial constraints prevented the formal surveying of recipients or potential recipients of services, informal methods were used to get responses regarding social concerns. Direct queries were made of experts and knowledgeable individuals to obtain their reports on the needs of others. They were also asked standardized questions in order to provide consistency from interview to interview, but the questions were open-ended to stimulate free expression of perceived social issues.

Some of those interviewed not only answered as experts on behalf of the community, but also responded to the questions from the point of view of their own personal concerns, as did others who participated in the process in community group meetings. In all, 34 persons were interviewed individually and approximately 40 more participated as part of a group.

The responses, while covering a wide range of concerns and perceptions of the unique characteristics of Claremont, definitely grouped around a few main issues.

Social Description

Claremont's people are its strength. They are well educated and economically upper middle class, giving them the ability and freedom from worry about basic needs, which allows them to be involved with improving the quality of life in the community.

1. **The City shall take advantage of an informed citizenry by encouraging participating in the active decision making processes of City government through public hearings and membership on commissions and**

committees. It shall ensure that members of special populations and individuals from all geographic areas are given opportunities to participate.

Claremont also has a strong network of organizations and clubs, which have contributed to significant improvement in the community's quality of life through the years. Although some of the clubs are mainly social or recreational in nature, others provide a specific type of public service or take on whatever endeavor they deem necessary to improve the community. The overlap of members from club to club and the organizations' ability to coordinate efforts are exceptional.

The citizens of Claremont are caring people. Founded on humanitarian ideals by persons of strong religious faith as a church and school community, the City boasts 20 churches known for their ecumenical spirit. The Pomona Valley Council of Churches has a section made up just of Claremont members who supplement their valley-wide participation with meetings on the issues of concern to Claremont alone. No other City in the valley has its own section within the Council of Churches and Claremont residents are often the most numerous volunteers for agencies which serve the entire valley.

Claremont is a community which fosters and treasures diversity in its citizens and prides itself on being open to new ideas, on encouraging the growth of individual spirits, and on appreciating varied ethnic and experiential backgrounds. The large number of foreign students attracted to the educational opportunities at the Claremont Colleges and the presence of indigenous ethnic minorities enrich the fabric of the community.

Of special concern is the area known as Arbol Verde which has a large proportion of Latino residents, some of whom are descendants of the original families who settled there in the early 1900's. Arbol Verde is under jurisdiction of three cities, three school districts, and two counties making coordination of the area difficult. Its cohesiveness has been disturbed periodically, most notably when a major traffic artery was installed through the middle of the community physically dividing it and causing the Catholic Church, which was the focal point of the neighborhood, to be destroyed. Currently, one of the Claremont Colleges has large land holdings in the part of Arbol Verde which falls within Claremont. Residences and empty lots have been purchased with the idea of constructing educational buildings. The dilemma is how to preserve this special neighborhood which is zoned residential while protecting the rights of land owners to sell to the colleges in addition to protecting the right of the colleges to develop land for the benefit of its educational goals.

2. The City shall promote racial harmony and support equal opportunities for decent housing, education, jobs and social services for people of all ethnic groups in all areas of the community.

Claremont is fortunate to have a large community of elderly people. Many of them have done extensive traveling, often as missionaries, are well educated, and have held responsible positions of employment throughout their younger years. The expertise which they so willingly share and their continual involvement in City activities are an advantage and inspiration to residents of all ages.

A special problem for some of the senior citizens of Claremont is that after a lifetime of being economically secure, they are not experiencing financial difficulties because of their dependence on fixed incomes while inflation increases. Those living in "genteel poverty" find it especially hard, if not impossible, to ask for assistance despite their great need. If they do ask for help, they cannot accept the demeaning attitudes and rules found at most large agencies.

3. **The City shall secure and maintain maximum independence and dignity for older persons with accessible social services. It shall provide opportunities for the elderly to use their wisdom for the benefit of Claremont, ensuring their integration and participation in the mainstream of community life.**

Youth can be one of our most valuable resources, but in Claremont many people think that our young people, specifically those of intermediate and high school ages, are our biggest problem. A clear majority of those interviewed for the Social Element were concerned about vandalism, drug and alcohol abuse, burglaries, truancy and other symptoms of troubled young people.

Causes of youth problems are many and interwoven. As in other communities, the family is not as cohesive and supportive as it once was. A greater incidence of single-family families, or of both parents working, may leave children unsupervised. A smaller variety of after school activities are planned for older children as for elementary students, and many young people do not feel comfortable participating in the structured kinds of activities that do exist.

As one of our most numerous special populations, the youth of Claremont should have the chance to participate in a meaningful way in the government of the City and in its many programs and activities. They develop or improve occupational and human relations skills through volunteer opportunities and youth employment programs. Their special qualities of energy and vitality should be directed to enhance the life of the community.

4. **The City shall support and initiate programs that offer constructive and meaningful activities for all youth.**
5. **The City shall promote programs that enhance rapport between youth, their families and the community.**
6. **The City shall promote a full range of quality child-care services, located throughout the community, which support and strengthen the family while meeting the developmental and social needs of children.**
7. **The City shall assess and promote the efficacy of drug and alcohol abuse programs within Claremont especially as they relate to our young people.**

8. **The City shall encourage high quality education and educational opportunities to satisfy the needs, desires and the potential of all citizens, recognizing that our schools are an integral part of community life.**
9. **The City shall support and promote programs that strengthen the family network.**

As an example of the acceptance of diversity in its residents and a caring for people, Claremont has made important steps toward providing the means to allow its disabled citizens to participate in community life to the best of their abilities. An innovative system of "mainstreaming" the disabled in education has been a long-standing policy and has done much to build general awareness of the capabilities and needs of this group as well as to prepare the students for full integration with the general population. The City government and the citizens have supported housing for the disabled and have moved ahead on changes, such as curb cuts, which assist the handicapped.

10. **The City shall encourage improved public understanding of the unique needs and capabilities of members of special populations such as the disabled, the elderly, and minorities. It shall assess continually the effects on special populations of decisions made about the physical makeup of Claremont and the services and programs provided. It shall assure all citizens an opportunity to participate fully in community life.**

Stratification

Perhaps because of the appreciation for diversity in each part of the City, one of the main concerns of Claremont residents is the socio-economic stratification and divisiveness between various geographical areas within the City. Different people perceive the division to be along different boundaries, but generally it is assumed to be between the older areas in Claremont and the newer parts of town to the north.

The stratification is not only psychological but is based on demographics, as we saw in an earlier section of the element. While the older neighborhoods have a variety of housing styles and homes of differing economic value, the more northern parts of town are tract style homes on large lots making them generally more expensive than those in most other parts of the City. In most cases, the residents are comparatively new to Claremont and have higher incomes.

It is desirable to have all our residents identify with Claremont and participate actively in City programs. Policies must be established that attract a variety of types of people to all parts of Claremont and that foster the involvement in City government and community activities.

Crime Characteristics

Claremont residents have basic needs for personal safety and protection against crime. High crime rates are often a reflection of social problems such as truancy or

unemployment which, if identified, the City can work to correct. The problems of crime need to be identified in order to know where to apply resources to solve those problems.

The Claremont Police Department keeps monthly statistics which help to pinpoint crime. In addition, a special study was conducted by the department in October 1980. As a measure of crime, the department delineated a "7 part crime picture" which includes rape, assault, robbery, burglary, homicide, theft (including motor vehicle theft), and traffic accidents. Burglary is defined as involving forcible entry or having in possession the tools for forcible entry. Robbery requires the use of a weapon or a threat of bodily harm to an individual. Theft includes purse-snatching, shoplifting, till taps and bike theft.

Most of the crime in Claremont is of a non-violent type. The preponderance is burglary or theft, with traffic accidents running third. The reported crime is spread quite evenly through the City except for Census Tract 20 which has a higher amount. In three sample months, it averaged 26 percent of the total crime despite having only 22 percent of the population. Another area that has a slightly higher crime rate than the average is Census Tract 18. Crime rates in Census Tract 18 often relate more to activity within the commercial sector than within the residential area. Both census tracts are adjacent to a neighboring City with a higher crime rate; one has freeway access, while the other is on a major highway access, Foothill Boulevard. Of the total number of arrests in Claremont, approximately one-quarter are Claremont residents.

Even though most crimes which occur in the City are of a non-violent type, the number of violent crimes has increased. In the ten-year period 1970 to 1980, assault increased 70 percent and robbery 900 percent. Although many rapes go unreported, figures still show a 600 percent increase for the period. According to the Police Department study, which compares crime figures in Claremont with those of neighboring cities, Claremont no longer enjoys the unique advantage of being isolated from its neighbors and is not affected by the violence of surrounding communities.

Staffing in the Police Department is currently somewhat lower than in other cities. The 1980 ratio of officers per 1,000 population is 1.13 as compared to a national average of 2.1 and a 1.8 Pacific Coast average.

- 11. The City shall ensure adequate law enforcement personnel to protect the physical safety and property of Claremont residents. It shall develop effective crime prevention programs.**

Housing

Overall, there is little affordable housing in Claremont, making it impossible for some individuals who work in the community to find homes here. Typically, low-to-moderate income groups, such as the elderly, college students and teachers, may also be unable to find housing. Our aim is to work toward adequate housing in economically integrated neighborhoods. The Housing Element provides guidance on rental housing, condominium conversion, and other aspects of this problem.

Sense of Community

One of the main strengths of Claremont is its sense of community identity that people recognize, based on its physical appearance and on its special human qualities. Many people mention that a "small town atmosphere" sets Claremont apart from other valley communities. Its size and the presence of the Village and Historical Claremont serve as focal points for the entire City.

While a cohesiveness and a strong sense of community among Claremont residents are advantageous in perpetuating the City's good qualities and in helping newcomers become assimilated, Claremont is sometimes perceived as an isolated community. Claremont is a part of a wider community which shares concerns. Services to meet human needs must often be undertaken with joint efforts. The effects of human suffering in neighboring communities are felt in our own, i.e. in a rising crime rate. Our cohesiveness can be retained without becoming insular or exclusive, recognizing that the financial soundness, skills and expertise of our citizens, many of whom work in the surrounding areas, should benefit the broader community of which we are a part.

Neighborhoods

Claremont's many unique neighborhoods are the result of geographical factors and/or the need to cope with a particular issue or problem. Most of them are organized informally as associations which become periodically active when there is a problem to handle, but which nearly dissolve in between times. A newer resident may find it more comfortable to become involved in the community by first participating on a neighborhood level. Additionally, the neighborhood associations help preserve and increase awareness of the unique qualities of diverse parts of the City.

One neighborhood was discovered to be the seat of potential problems in the preceding section on population characteristics. The area in south Claremont (Census Tract 20), at the time of the 1975 Special Census, had higher than average unemployment, a substantially lower household income, and other indications of probable social problems. Much work has been done in the intervening years to make positive changes in the neighborhood. The Wheeler Park Neighbors Association fostered a growth in neighborhood pride and served as a catalyst for community action. Federal funding was secured to upgrade housing. City staff worked hard to identify absent landlords and promote the revitalization of apartment buildings. The elementary school, Vista del Valle, was transformed into a magnet school, attracting students from throughout the City because of its extended day care program and special educational opportunities.

Because of its proximity to a section of another City which experiences social problems, this residential neighborhood should be monitored. The special qualities of this neighborhood include ethnic diversity, median cost housing (a rarity in Claremont), an excellent elementary school, and proximity to shopping.

Southeast Claremont is an area that is experiencing problems which need to be effectively and sensitively handled. A redevelopment district has been established to rehabilitate the neighborhood shopping center which lost its anchor commercial

establishment, a supermarket. A move to close its elementary school was recently averted.

- 12. The City shall foster neighborhood associations, while allowing for their diversity in structure and primary goals. It shall permit residents to join together according to natural or perceived neighborhood boundaries which may change over time.**

Cultural Activities

Claremont has long been known as a cultural arts center for the Pomona Valley, and it continues to provide opportunities for a variety of cultural pursuits showcasing local talent as well as attracting well-known national artists. The Claremont Colleges spearhead activities by presenting art exhibits, music performances and lectures using faculty, students and outside artists. Active groups, such as the Scripps Fine Arts Foundation and Curtain Raisers, expand the capabilities of the galleries and theaters they support and ensure the involvement of the general public in planning programs and benefiting from them.

In addition to the opportunities for cultural activities offered through the colleges, Claremont has an excellent paleontological museum at Webb School, a symphony orchestra, and a chorale group. There are private galleries and crafts cooperatives. The City's Human Services Department also provides concerts and other cultural events, plus many opportunities for active participation in culturally oriented classes and programs.

Claremont residents recognize the importance of cultural activities as necessary for the enhancement of quality of life. The City supports and provides a wide range of artistic and cultural opportunities.

- 13. The City shall support programs promoting a full range of cultural activities and their appreciation among all age groups and all levels of education, and provide more opportunities for personal participation. It shall encourage educational programs that promote awareness of diverse social and ethnic heritages.**

Resources

Claremont is fortunate to have several regional social-service and leisure-time agencies located in Claremont and available for its citizens. Other agencies include Claremont in their districts though their headquarters are elsewhere.

While services generally seem to be sufficient for our residents at the current time, we may anticipate decreased funding because of government austerity trends and the resultant trimming of programs. Less availability of food stamps, low-cost family counseling, and health services, for example, may mean that basic human needs are in jeopardy.

Whatever services are available, the public should be made aware of them. Adequate publicity should be combined with an effective, centralized information and referral system at which a person of any age can be linked up with social services. A good resource listing includes current information about eligibility for assistance, the population served, and a rating of effectiveness.

- 14. The City shall develop a comprehensive information pool which will identify the needs of residents and the existence and efficacy of resources to meet them. It shall make the information available to City officials and staff, social service providers, and individual residents in a comprehensible and practicable format.**

Once an individual is aware of where he can obtain specific service, he must have access to it. Usually this means transportation to the site. A public transportation system which supplements private automobile transportation is essential; therefore, Claremont's system which includes fixed-route and demand-responsive transportation should be supported and enhanced. Of great value are the specially equipped vans provided for the handicapped.

- 15. The City shall encourage the operation of a transportation system to provide access to employment, to social services and to recreational activities at a reasonable cost.**
- 16. The City shall give high priority to the special needs of senior citizens, youth and the handicapped in the design and operation of a transportation system.**

INFORMATION AND REFERRAL SOURCES

City of Claremont, Senior Service Center
Information & Referral Division
840 N. Indian Hill Boulevard

Claremont Chamber of Commerce
Clubs and Organizations List
214 W. Second Street

Claremont Colleges
Public Information Office
9th & College, Harper Hall, Room 152

Claremont Historic Resources Center
590 W. Bonita Avenue

Claremont Public Library
Los Angeles County Library System
208 N. Harvard Avenue

Community Resource Information Bank (CRIB)
for all L. A. County
Available at Claremont Library

Claremont Unified School District
Public Information Office
2080 N. Mountain Avenue

Claremont High School
San Antonio Continuation High School
El Roble Intermediat School
Condit Elementary School
Danbury Elementary School
Sumner Elementary School
Mountain View Elementary School
Vista del Valle Elementary School
Oakmont Elementary School
Chaparral Elementary School
Sycamore Elementary School

Housing Officer, City of Claremont
City Hall, 207 Harvard Avenue

Service Center for Independent Living
480 S. Indian Hill Boulevard

MEASURES FOR IMPLEMENTATION

- A. The City shall develop and implement crime prevention programs to benefit residents of all areas of the community.
- B. An adequate number of law enforcement personnel shall be provided to protect the property and physical safety of Claremont citizens.
- C. Citizens of special populations and all geographic areas shall be made aware of and actively recruited for openings on City decision-making bodies and for participation in other community support activities.
- D. Programs which promote understanding of the various ethnic, religious and social groups of the community shall be developed.
- E. The City will implement programs and make decisions which will provide equal opportunities to obtain decent housing, social services, education, and recreation for citizens of all ages, sexes, races and ethnic groups.
- F. A senior-citizens program of comprehensive, coordinated services will be maintained and strengthened to meet basic needs such as nutrition and health maintenance, as well as provide for supportive services including, but not limited to, social and volunteer opportunities, phone alert, outreach, tax assistance, and advocacy/case management. (Case management is a method for ensuring that senior citizens with multiple and complex problems receive needed services.)
- G. Creative approaches to recreational and social activities shall be developed for young people which will also involve youths who do not usually participate.
- H. Well supervised but unstructured activities for youth shall be provided to allow for leadership development and time for relaxation in a comfortable, low-pressure setting.
- I. Employment and volunteer opportunities shall be made available and accessible to youth.
- J. More effective lines of communication shall be promoted between school personnel, parents, law enforcement officers, and City staff to ensure prompt reporting of the scope and frequency of disruptive or anti-social incidents, and to coordinate supportive services for pre-delinquent or delinquent youths.
- K. The quality, availability and affordability of child-care programs for children of Claremont citizens shall be continually assessed, and that which is not available through other sources shall be provided, with emphasis on services for children of working parents.
- L. The City shall act as a catalyst for the coordination of efforts by the schools, the police department, the probation department, and social service agencies to

develop programs and environments that prevent and control alcohol and drug abuse through education, counseling and supportive services.

- M. The exchange of information, coordination and joint programming between school district and City government shall be fostered to prevent duplication and provide for optimal utilization of facilities and personnel.
- N. Moderate or low-cost social services, such as family counseling, will be promoted.
- O. Educational, recreational and cultural programs and activities intended for family participation will be provided.
- P. The City shall develop barrier-free accessibility and practicability of buildings and facilities for wheelchair users, and encourage the private sector to do so also.
- Q. The disabled shall have access to City services and activities.
- R. Agencies and organizations providing services to the disabled shall be encouraged and supported to ensure that the needs of those persons are met through individual program planning.
- S. In order to preserve the unique social and physical characteristics of Claremont's neighborhoods, the City will identify neighborhoods and stimulate and assist the formation of neighborhood associations.
- T. Cultural opportunities will be provided and promoted by the City to allow for the enjoyment of the works of a variety of types of artists, as well as encouraging personal participation in cultural activities.
- U. A Comprehensive pool of information about resources for Claremont citizens will be available for people of all ages. Inquiries regarding services or needs will be referred to the appropriate agency.
- V. The City will continue to support a transportation system which will meet the range of needs of its citizens, realizing that for many of the services people need, they must go out of town.

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HOUSING ELEMENT

INTRODUCTION

Abstract

Claremont recognizes that a diverse and well-maintained housing stock is essential to the social and economic well being of the community. The City intends to pursue an active role in encouraging the rehabilitation of existing housing in the community and encouraging the development of new housing to meet the needs of all sectors of the Claremont community.

The Housing Element of Claremont's General Plan contains 7 goals, 43 policies, and 27 implementation programs and measures designed to provide adequate housing for all economic segments of the Claremont community, promote the maintenance and rehabilitation of existing housing, and guide the planning for future housing development to ensure compatibility with other land uses throughout the City.

Authority and Scope

Government Code Sections 65580-65589.8 require that cities in California include an element for housing as part of their General Plan. Section 65583 states:

- a. The housing element shall consist of an identification and analysis of existing and projected housing needs and a statement of goals, policies, quantified objectives, and scheduled programs for the preservation, improvement, and development of housing.

Land resources must be identified that are suitable for the future development of housing to meet the existing and projected needs of the community. Consistent with state policy, the City of Claremont recognizes the importance of a regional as well as local view of housing needs. The regional context of employment and availability of housing are essential components for the housing needs equation and are necessarily included in the assessment of future housing needs of the community.

The Housing Element identifies the intent of the City of Claremont, relative to its available resources, in carrying out a housing strategy for the community. The scope of the Housing Element is limited in application to the City of Claremont and those portions of Los Angeles County which are within Claremont's sphere of influence.

Background

This Housing Element represents an update of the Housing Element that was adopted by the City of Claremont in 1993. The City has accomplished many of the objectives set forth in that element. An actual evaluation of these accomplishments is contained in the text of this Housing Element.

The state requires that cities' Housing Elements be consistent with the five-year planning periods used by the local Council of Governments. The City of Claremont is within the jurisdiction of the Southern California Association of Governments (SCAG) whose current housing element planning period is through June 2005. Because of delays at SCAG in generating necessary information for the update, AB 1744 has been adopted by the state legislature to extend the deadline to submit this update to HCD to December 31, 2000. As a result, the current planning period is seven and a half years long, including a beginning retroactive date of January 1998 through June 2005. This element will therefore be valid through June 2005, at which time it most likely will have to be updated to address a new planning period. However, many of the policies and programs in this revised element may still be applicable for a future period.

Organization of Element

This Housing Element is broken down into the following six primary sections:

- An analysis of housing needs of the community including an analysis of demographic and housing unit characteristics;
- An analysis of the relationship of governmental and non-governmental constraints on the development and preservation of housing;
- An inventory of sites identified as suitable for the development of new housing;
- An analysis of subsidized housing units that are potentially at risk of converting to market rate rental rates;
- An evaluation of the City's accomplishments under the previous housing element;
- A statement of goals, policies, and programs to address Claremont's identified housing needs.

Relationship to Other General Plan Elements

The elements that comprise a City's General Plan, although independent in nature, have interrelations that must be consistent in order to have an effective document that sets clear and unambiguous policy. Recognizing this, state law requires the elements which comprise the general plan to be internally consistent. Thus, if the land use element calls for industrial development in a certain area of the City, then the Housing Element should not propose this area as a site suitable for housing development.

This Housing Element has been reviewed in conjunction with all the other elements of the City's General Plan and is internally consistent in that it supports the goals and policies of the other elements of the General Plan. The general overriding and

reoccurring housing goal in the General Plan that the Housing Element supports is to maintain and preserve the predominately residential nature of the City.

In the process of implementing the Housing Element, some sites that are currently designated for non-residential use may need to be rezoned in order to plan for the future regional housing needs of the City. This process may also require an amendment to the City's Land Use Element to ensure consistency with the new zoning designations.

Citizen Participation

In 1993, City staff worked closely with a citizen committee representing a cross-section of the Claremont community. This committee held regular meetings every three weeks for an eight-month period and provided extensive direction to City staff on the housing needs of the community, potential housing sites, and policies and programs for guiding the City's housing strategy.

From 1998 through 2000, numerous public workshops, study sessions, information meetings and public hearings were held to gather public input for the housing component of the Village Expansion Specific Plan (VESP), which addresses the community's need for a variety of additional housing opportunities.

In 2000, the City and Redevelopment Agency amended the City's Redevelopment Plan, which included a Housing Implementation Plan. Public hearings for this were held by the Planning Commission and at a joint meeting of the City Council and Redevelopment Agency. The public was invited and encouraged to participate in all of the above meetings.

Public participation for this current update of the City's Housing Element was encouraged in two public study sessions at which representatives from housing advocate groups, agencies and interested groups and persons were invited. Finally, two public hearings were held by the Planning Commission and the City Council to solicit additional comments on the Housing Element. Notice of all public meetings and hearings was advertised in the local paper and posted at City Hall, the Public Library, and other locations in the City.

HOUSING NEEDS ANALYSIS

The Housing Needs Analysis, in accordance with Government Code Section 65583, requires that the City identify and analyze existing and projected housing needs for the community during the planning period covered by this Housing Element. Given that this update is being completed in 2000, prior to the release of Census 2000 data, the City is using other data sources to determine housing and population changes since the last update in 1993. These different sources provide estimates for the year 2000 that are based on past trends, and the estimates, although generally consistent, do vary slightly (i.e., total City population ranges from 35,646 to 35,968). These other sources include,

but are not limited to, the state Department of Finance (DOF), Southern California Association of Governments (SCAG), and City records. Where no updated information is available, the analysis is based on information from the 1990 census.

Population Characteristics and Trends

Population Growth

Figure 1 below depicts population growth rates for the City of Claremont from 1950 through 2000. Claremont's history is that of a small citrus ranching community. Before 1960, the City's population was mostly located south of Foothill Boulevard while citrus groves predominated to the north. After 1960, however, residential development began to expand north of Foothill thereby displacing many of the existing groves. The City's population grew most rapidly from 1960 to 1965 with an average annual growth rate of 14 percent. The growth rate then slowed considerably from 1965 to 1975 and then increased slightly from 1975 to 1980. The decade from 1980 to 1990 showed the smallest growth rate in the last 50 years, indicative of Claremont's progression from a developing City to one that is mostly built out. During the first half of the 1990 to 2000 decade, there was almost no growth because of the economic recession. However, as the economic recession subsided in the mid-1990's, single-family residential development of the few remaining large parcels of land in the northern Rural Residential area occurred, which resulted in an average annual growth rate of 1.1 percent for the decade 1990 to 2000. Currently, there are few remaining vacant lots to be developed. The actual population totals are presented in Table 1.

Table 1
Population Growth: 1950 – 2000

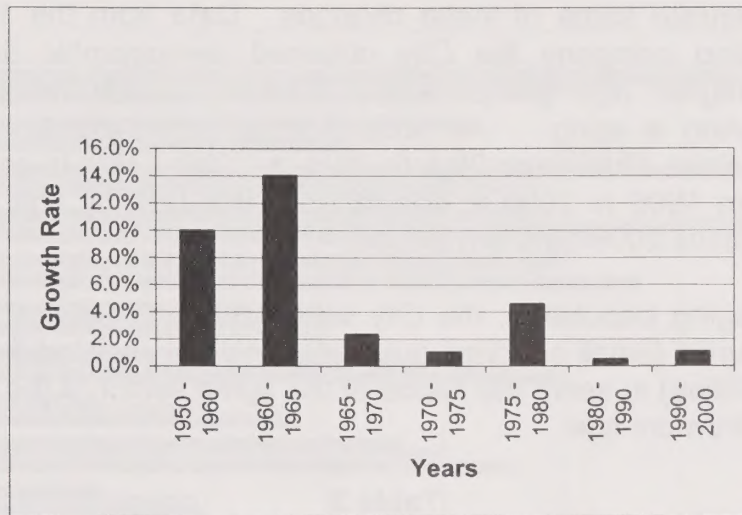
Year	Population	Average Annual Growth Rate
1950 (a)	6,327	N/A
1960 (a)	12,633	10.0%
1965 (b)	21,474	14.0%
1970 (a)	23,968	2.3%
1975 (b)	25,199	1.0%
1980 (a)	30,950	4.6%
1990 (a)	32,503	0.5%
2000 (c)	35,968	1.1%

Source: a. US Department of Commerce, Bureau of the Census

b. Special Census, State of California

c. State of California, Department of Finance, Population Projections, January 1, 2000.

Figure 1
Average Annual Growth



Population growth of the Southern California region is presented in Table 2. As shown, the entire region has experienced substantial population growth since 1980, totaling approximately 4.4 million additional persons. While the majority of this population growth occurred in Los Angeles County (1.9 million persons), the County's average annual growth rate was only 1.4 percent. Claremont's average annual growth rate was relatively consistent with the County's, at .9 percent (.9%) since 1980, indicating relatively slow growth given the predominately built out status of the City and County. Most of the vacant residentially zoned land in Claremont is located in the northern section and hillside areas, with the latter having extreme slopes, and therefore, very limited capacity for development. This scarcity of developable land suitable for residential uses will restrict future population growth.

Table 2
Regional Population Growth: 1980 - 1998

County	Regional Population			Change 1980 - 1998		Average Annual Growth Rate 1980 to 1998
	1980	1990	1998*	#	%	
Imperial	92,110	109,303	132,018	39,908	43.3%	2.4%
Los Angeles	7,477,503	8,836,164	9,416,273	1,938,770	25.9%	1.4%
Orange	1,932,503	2,410,556	2,695,551	763,048	39.5%	2.2%
Riverside	663,166	1,170,413	1,410,348	747,182	112.7%	6.3%
San Bernardino	895,016	1,418,380	1,594,493	699,477	78.2%	4.3%
Ventura	529,174	671,891	721,198	192,024	36.3%	2.0%
Total	11,589,472	14,616,707	15,969,881	4,380,409	37.8%	2.1%
Claremont	30,950	32,503	35,968	5,018	16.2%	0.9%

Source: US Department of Commerce, Bureau of the Census, 1980 and 1990 Census Report, STF1

*Southern California Association of Governments, Draft RHNA, November 1999.

Age Composition

Although Claremont experienced only limited population growth since 1980, the population characteristics of the City have changed. The age profile presented in Table 3 and Figure 2 illustrate some of these changes. Data from the 1990 census and Claritas (a marketing company the City obtained demographic data from), show increases in the higher age groups and declines in lower ones, indicating that Claremont's population is aging. As such, it is estimated that the median age has steadily increased since 1980 from 29.4 to 38.4 in 2000. This is an estimate as the actual changes from 1990 to 2000 in population distribution by age group cannot be verified until the Census 2000 data is released.

With Claremont's aging population, the City will continue to have a high demand for smaller residential units (small apartments, condominiums, assisted living facilities, and residential care facilities) to serve the needs of the aging sector of the population which is at or reaching retirement age.

Table 3

Age Characteristics of Population: 1980, 1990 & 2000*

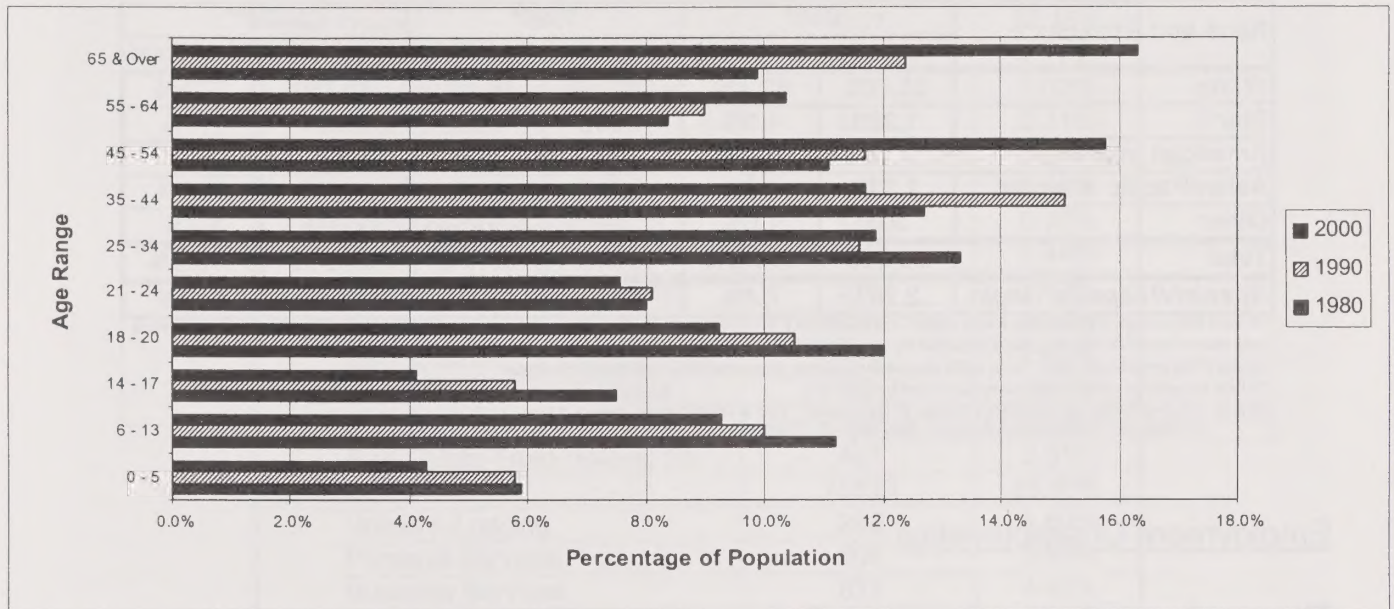
Age Range	1980		1990		2000*	
	# of Persons	% of Population	# of Persons	% of Population	# of Persons	% of Population
0 - 5	1,834	5.9%	1,892	5.8%	1,522	4.3%
6 - 13	3,475	11.2%	3,238	10.0%	3,308	9.3%
14 - 17	2,331	7.5%	1,895	5.8%	1,468	4.1%
18 - 20	3,709	12.0%	3,399	10.5%	3,290	9.2%
21 - 24	2,480	8.0%	2,641	8.1%	2,691	7.6%
25 - 34	4,102	13.3%	3,763	11.6%	4,235	11.9%
35 - 44	3,918	12.7%	4,904	15.1%	4,178	11.7%
45 - 54	3,447	11.1%	3,811	11.7%	5,447	15.8%
55 - 64	2,594	8.4%	2,934	9.0%	3,693	10.4%
65 & Over	3,060	9.9%	4,026	12.4%	5,814	16.3%
Total	30,950	100%	32,503	100%	35,646	100%
Male	15,042	48.6%	15,755	48.5%	17,228	48.3%
Female	15,908	51.4%	16,748	51.5%	18,418	51.7%
Median Age	29.4		33.5		38.4	

Source: US Department of Commerce, Bureau of the Census, 1980 & 1990 Census Report, STF1

Claritas, Inc., Demographic Executive Summary, July 2000.

*2000 population data are estimates (provided by Claritas).

Figure 2
Population Age Distribution by Percentage



Race and Ethnicity

Table 4 presents the race and ethnic composition of Claremont's population from 1980 to 2000. In 1990 and 2000, over three-quarters of the population was reported as white, a slightly lower percentage than reported in 1980. The Asian population showed the most dramatic increase, approximately 150 percent, over the 20-year period to an estimated 10.3 percent of the population in 2000. Hispanic and black populations also showed slight increases. Since 2000 data are estimates, not all information provided is complete. In this case, American Indian population is not provided. As a result, the 2000 data provides only a conceptual understanding of ethnic composition changes from 1990 to 2000. Actual changes in ethnic composition from 1990 to 2000 will not be available until after the release of the 2000 census data.

Table 4

Ethnic Composition: 1980, 1990 & 2000**

Race and Ethnicity*	1980*		1990*		2000**	
	Population	% of Total	Population	% of Total	Population	% of Total
White	25,603	82.7%	24,742	76.1%	27,750	77.8%
Black	1,333	4.3%	1,568	4.8%	2,031	5.7%
American Indian	115	0.4%	104	0.3%	N/A	N/A
Asian/Pacific Islander	1,315	4.2%	2,717	8.4%	3,817	10.7%
Other	303	1.0%	38	0.1%	2,048	5.8%
Total	30,950	100.0%	32,503	89.7%	35,646	100.0%
<i>Spanish/Hispanic Origin</i>	2,281	7.4%	3,334	10.3%	4,937	13.9%

*In the 1980 census, Hispanic was a race option, not an ethnicity. In this table, Hispanic is included in the population total for 1980. The 1990 Census data shown indicates non-Hispanic population by race. All persons in all races who stated they were Hispanic in 1990, are combined in the *Spanish/Hispanic Origin* row. Total 1990 population includes all non-Hispanic and Hispanic persons.

**2000 population data are estimates (provided by Claritas).

Source: US Department of Commerce, Bureau of the Census, 1980 & 1990 Census Report, STF1
Claritas, Inc., Demographic Executive Summary, July 2000.

Employment Characteristics

The employment characteristics of an area's population constitute a major factor in defining the housing needs of the area's residents. An area should strive to obtain a variety of housing types to match the affordability ranges of its employees so that, optimally, all people employed in the City could obtain housing in the City. This would produce a more desirable living environment for the residents and also put less stress on regional transportation systems. The breakdown of Claremont's employment base by occupation is shown in Table 5. The City obtained employment data from Claritas.

Table 5

Claremont Employment Base by Occupation: 2000

Occupation Type	# of Employees	% of Total
<i>Retail Trade</i>	4301	23.15%
Home Improvement Stores	26	0.14%
General Merchandise Stores	4	0.02%
Food Stores	429	2.31%
Auto Dealers & Gas Stations	2280	12.27%
Apparel & Accessory Stores	32	0.17%
Furniture/Home Furnishing	143	0.77%
Eating & Drinking Places	1011	5.44%
Miscellaneous Retail Stores	376	2.02%
<i>Finance-Insurance-Real Estate</i>	1188	6.40%
Banks, Saving, & Lending Inst.	445	2.40%
Securities Brokers & Invest.	95	0.51%
Insurance Carriers & Agents	181	0.97%
Real Estate-Trust-Holding Co.	467	2.51%
<i>Services</i>	10523	56.65%
Hotels & Lodging	298	1.60%
Personal Services	500	2.69%
Business Services	821	4.42%
Motion Picture & Amusement	304	1.64%
Health Services	1852	9.97%
Legal Services	338	1.82%
Education Services	4891	26.33%
Social Services	761	4.10%
Other Services	758	4.08%
<i>Agriculture</i>	69	0.37%
<i>Mining</i>	0	0.00%
<i>Construction</i>	176	0.95%
<i>Manufacturing</i>	1228	6.61%
<i>Trans, Commun/Public Utilities</i>	216	1.16%
<i>Wholesale Trade</i>	395	2.13%
<i>Government</i>	480	2.58%
Total Employment Population	18576	100.00%

Source: Claritas, Inc., Daytime Employment Report, December 2000.

The total number of people employed in Claremont in 2000 was 18,576. The service sector accounts for the majority of the daytime jobs in Claremont, employing 10,523 persons (56.65 percent) in the City's workforce. Education services represent a substantial proportion of the service sector employment base at 26.33 percent, indicative of the impact of the local private and public educational facilities on the local employment base. Education services include all public and private jobs related to education facilities and occupations including teachers, administrators, staff, maintenance workers, etc. Retail trade accounts for 23.15 percent, manufacturing makes up 6.61 percent, and the finance, insurance, and real estate sector represents 6.4 percent of the employment base. The remaining 7.19 percent of daytime jobs are in

the agriculture, construction, transportation, communication/public utilities, wholesale trade, and government sectors.

Many of the jobs in the retail trade and service sectors, however, have lower wage scales that place households in the lower and moderate income categories. This indicates not only a need for lower income units, but moderate income units as well. As evidenced in the housing costs section of this element, lower income housing, especially renter-occupied, is in short supply in Claremont. However, it will not be clear how many of the people who work in Claremont actually live in Claremont until the 2000 census data is released.

Household Characteristics

Information regarding households provides a good base for analysis of a community's housing needs. The Bureau of the Census defines a household as all persons who occupy a housing unit regardless of whether they are related. Thus, single persons living alone, families related through blood or marriage, or unrelated individuals living together are all considered to be households. Persons residing in convalescent homes, dormitories or other group living situations are considered to be living in group quarters and are, therefore, not part of any household. According to the state DOF, there were 4,494 people in Claremont living in group quarters in 2000, with the majority of these being college students living in dormitories.

Household Composition

According to the 1980 census, there were 9,544 households in Claremont. In 1990, there were 10,472 households, representing a 9.7 percent increase over the 1980-1990 decade. Census 2000 data regarding households is not yet available, however, it is estimated that in 2000, the total number of households increased 10.7 percent to 11,592 (see Table 6).

As shown in Table 6, almost 70 percent of Claremont households were made up of families in 2000. This is a decrease from 72.4 percent in 1990 and 75.6 percent in 1980. Single person households represented the second largest proportion of households in Claremont with 22.2 percent of all households in 2000. This is an increase from 21.3 percent in 1990 and 18.7 percent in 1980. This may indicate an increasing need for condominium and smaller sized units. The "other" category includes individuals who share a housing unit and do not consider themselves as part of a household. The percentage of persons included in this other category is 8.6 percent in 2000, an increase from 6.2 percent in 1990 and 5.7 percent in 1980. This may indicate a need for alternative housing (i.e., shared housing).

Table 6

Household Type: 1980, 1990 & 2000

Type	1980		1990		2000*	
	# of Households	% of Total	# of Households	% of Total	# of Households	% of Total
Families	7,213	75.6%	7,585	72.4%	8,010	69.1%
Singles	1,784	18.7%	2,233	21.3%	2,573	22.2%
Other	547	5.7%	654	6.2%	993	8.6%
Total	9,544	100.0%	10,472	100.0%	11,592	100.0%

Source: US Department of Commerce, Bureau of the Census, 1980 & 1990 Census Report, STF1

Claritas, Inc., Demographic Executive Summary, July 2000.

*2000 population data are estimates (provided by Claritas).

Household Size

Household size serves as an important indicator of population growth and overcrowding. Table 7 shows household sizes by tenure for 1980, 1990 and 2000. In 1990, the overall average household size in Claremont had declined to 2.68 from 2.84 in 1980, thereby contributing to the slow population growth in the 1980s. In 2000, DOF estimates that the household size increased slightly to 2.83 persons.

In owner-occupied households between 1980 and 1990, there was a significant decline in household size, from 2.84 to 2.68 persons, likely resulting from a trend toward smaller families or the departure of adult children as suggested by the age profile. The actual number of persons residing in owner-occupied units declined by over 200 in the 1980s, from 21,193 to 20,979. Data for 2000 will not be available until after Census 2000 data is released.

In renter-occupied units between 1980 and 1990, the household size increased from 2.08 percent to 2.26 percent. The number of renter-occupied households in 1990 with four or more people increased by 51 percent from 1980. This could indicate an increase in the number of extended families, as is common with some ethnic groups. This may also indicate an affordability problem resulting in overcrowded units. Data for 2000 is not yet available.

Table 7

Persons per Housing Unit by Type: 1980, 1990 & 2000*

Housing Units	Owner-Occupied Units		Renter-Occupied Units		Total Occupied Units		
	1980	1990	1980	1990	1980	1990	2000*
One Person / Unit	618	1,020	1,176	1,213	1,794	2,233	N/A
Two Persons / Unit	2,027	2,562	937	907	2,964	3,469	N/A
Three Persons / Unit	1,421	1,403	342	446	1,763	1,849	N/A
Four Persons / Unit	1,520	1,460	233	350	1,753	1,810	N/A
Five Persons / Unit	715	564	92	166	807	730	N/A
Six Persons / Unit	247	201	43	50	290	251	N/A
Seven Persons / Unit	148	101	25	29	173	130	N/A
Total Occupied Housing Units	6,696	7,311	2,848	3,161	9,544	10,472	11,016
Total Persons in Occupied Units	21,193	20,979	5,915	7,131	27,108	28,110	35,968
Mean Persons / Unit	3.17	2.87	2.08	2.26	2.84	2.68	2.83

Source: US Department of Commerce, Bureau of the Census, 1980 & 1990 Census Report, STF 1.

*California State Department of Finance, City and County Population and Housing Estimates, January 2000.

Overcrowding

The census defines overcrowded housing units as those with more than 1.01 persons per room, excluding bathrooms, kitchens, hallways, and porches. Units with more than 1.5 persons per room are considered severely overcrowded. Overcrowding can represent a person's inability to purchase or rent housing that is large enough to meet their needs in terms of privacy and living space. This can also represent shortages in the availability of large housing units to meet the demand of large households.

According to the 1990 census, there were 327 instances of overcrowding in Claremont, representing three percent of all housing units. Severely overcrowded units constituted one percent (113 units) of all households in 1990. More current data regarding instances of overcrowding will not be known until Census 2000 data is released.

Table 8
Persons per Room: 1990

Persons per Room	Owner-Occupied Units	Renter-Occupied Units	Total Occupied Units	% of Total Units
0.50 or less	5,465	2,031	7,496	71.581%
0.51 to 1.00	1,710	939	2,649	25.296%
1.01 to 1.50	110	104	214	2.044%
1.51 to 2.00	18	65	83	0.793%
2.01 or more	8	22	30	0.286%
Total Occupied Units	7,311	3,161	10,472	100%

Source: US Department of Commerce, Bureau of the Census, 1990 Census Report, STF 3.

Housing Affordability

An analysis of housing affordability is an important component in assessing the housing needs of a community. Housing affordability can be analyzed by comparing household income levels, household's ability to pay, and the existing cost of housing in the community.

Household Income by Income Level

The federal Department of Housing and Urban Development (HUD) and the state Department of Housing and Community Development (HCD) have developed four income categories for determining housing affordability and to determine the community's share of regional housing needs. These income categories are very low, low, moderate, and above moderate and are defined as follows.

- Very low – Households with incomes less than 50% of the county median income.
- Low – Households with incomes between 50-80% of the county median income.
- Moderate – Households with incomes between 80-120% of the county median income.
- Above Moderate – Households with incomes above 120% of the county median income.

Table 9 shows income distribution for the City of Claremont for 1979, 1989 and 1999.

Table 9

Distribution of Household Incomes: 1979, 1989, & 1999

Income Group	1979			1989			1999**		
	Income Range	# of HHs	% of Total	Income Range	# of HHs	% of Total	Income Range	# of HHs	% of Total
Very Low	\$0 - \$8,775	1,205	12.7%	\$0 - \$17,482	1,559	14.9%	\$0 - \$26,050	1,410	12.8%
Low	\$8,776 - \$14,041	1,060	11.1%	\$17,483 - \$27,972	875	8.4%	\$26,051 - \$41,700	1,321	12.0%
Moderate	\$14,042 - \$21,061	1,298	13.7%	\$27,973 - \$41,958	1,557	14.9%	\$41,701 - \$62,500	767*	7.0%
Above Moderate	over \$21,061	5,946	62.5%	over \$41,958	6,474	61.9%	over \$62,000	7,518*	68.2%
Total	County Median \$17,551	9,509	100.0%	County Median \$34,965	10,465	100.0%	County Median \$52,100	11,016	100.0%

*For 1999, the "moderate" range is 80-95% of the county median. The "above moderate" is for households with incomes >95% of the county median.

**Household data for 1999 are forecasted by the state DOF and used by SCAG to estimate and classify income groups.

Source: US Department of Commerce, Bureau of the Census, 1980 Census Report.

Preliminary Housing Needs Assessment, June 1992, Southern California Association of Governments

State of California, Department of Housing and Community Development, 2000 Income Limits, March 2000.

Draft Regional Housing Needs Assessment, Southern Californian Association of Governments, November 1999.

The SCAG data for 1999, as shown above, inflates the above moderate category and exaggerates the percentage of all Claremont households that are above moderate income and minimizes what percentage of households are in the below moderate income category. In the 1999 Draft RHNA, SCAG defined moderate income households as those earning between 80 to 95 percent of the county median income, which is not consistent with the HUD/HCD classification which defines these households as earning between 80 to 120 percent of the county median. SCAG further defines above moderate as those earning greater than 95 percent of the county median income rather than those earning greater than 120 percent of the county. As such, it is unclear what portion of the SCAG defined above moderate income category earns between 95 and 120 percent, which would place these households in the HUD/HCD moderate income category. The table shows a decrease in moderate income households from 14.9 percent to 7 percent. However, the City believes that this significant decrease in moderate income households is not accurate. The 2000 Census data, when released, should help to clarify this inconsistency.

As the numbers indicate in Table 9, the income distribution has changed only slightly in the past ten years. The very low income category decreased from 14.9 to 12.8 percent, the low income category increased from 8.4 to 12 percent. Thus, lower income households represent 25 percent of all of Claremont's households. Combined, the moderate and above moderate income households remained relatively stable from 76.8 to 75.2 percent of total households.

In 1989, the median household income in Claremont was \$53,479, considerably higher than the 1989 county median income of \$34,965. In 1999, the county median increased to \$52,100, a 49 percent increase from 1989. Assuming that the City had a consistent growth rate as that experienced by the county, Claremont's 1999 median income is estimated to be approximately \$79,685, significantly higher than the median county income of \$52,100. Actual 1999 City median income cannot be determined until the 2000 Census data is released.

Affordable Housing Costs – Ability to Pay

The affordable housing costs for very low, low, and moderate income households by size are estimated in Table 10. The income ranges are those used by HCD as of March 2000. The affordable rental housing costs are computed based on 30 percent of the gross household income. The affordable owner-occupied prices are computed using a multiplier of three times the annual gross household income. The result of using this multiplier is housing expenses (mortgage, insurance, taxes) totaling approximately 30 percent of annual household income, the affordable housing cost according to HUD. These costs can then be compared to the market rate housing costs in Claremont to assess relative affordability.

Table 10

Los Angeles County Affordable Housing Costs: 2000

Very Low Income			
Household Size	Annual Income Range	Affordable Rental Rate Range	Affordable Ownership Rate Range
1	\$0 - \$18,250	Under \$456	Under \$54,750
2	\$0 - \$20,850	Under \$521	Under \$62,550
3	\$0 - \$23,450	Under \$586	Under \$70,350
4	\$0 - \$26,050	Under \$651	Under \$78,150
5	\$0 - \$28,150	Under \$704	Under \$84,450
6	\$0 - \$30,200	Under \$755	Under \$90,600
7	\$0 - \$32,300	Under \$808	Under \$96,900
8	\$0 - \$34,400	Under \$860	Under \$103,200
Low Income			
Household Size	Annual Income Range	Affordable Rental Rate Range	Affordable Ownership Rate Range
1	\$18,251 - \$29,200	\$456 - \$730	\$54,753 - \$87,600
2	\$20,851 - \$33,350	\$521 - \$834	\$62,553 - \$100,050
3	\$23,451 - \$37,500	\$586 - \$938	\$70,353 - \$112,500
4	\$26,051 - \$41,700	\$651 - \$1,043	\$78,153 - \$125,100
5	\$28,151 - \$45,000	\$704 - \$1,125	\$84,453 - \$135,000
6	\$30,201 - \$48,350	\$755 - \$1,209	\$90,603 - \$145,050
7	\$32,301 - \$51,700	\$808 - \$1,293	\$96,903 - \$155,100
8	\$34,401 - \$55,000	\$860 - \$1,375	\$103,203 - \$165,000
Moderate Income			
Household Size	Annual Income Range	Affordable Rental Rate Range	Affordable Ownership Rate Range
1	\$29,201 - \$43,750	\$730 - \$1,094	\$87,603 - \$131,250
2	\$33,351 - \$50,000	\$834 - \$1,250	\$100,053 - \$150,000
3	\$37,501 - \$56,250	\$938 - \$1,406	\$112,503 - \$168,750
4	\$41,701 - \$62,500	\$1,043 - \$1,563	\$125,103 - \$187,500
5	\$45,001 - \$67,500	\$1,125 - \$1,688	\$135,003 - \$202,500
6	\$48,351 - \$72,500	\$1,209 - \$1,813	\$145,053 - \$217,500
7	\$51,701 - \$77,500	\$1,293 - \$1,938	\$155,103 - \$232,500
8	\$55,001 - \$82,500	\$1,375 - \$2,063	\$165,003 - \$247,500
Source: State of California, Department of Housing and Community Development, 2000 Income Limits, March 2000.			
Rental ranges are equal to 30% of monthly income			
Ownership ranges are equal to three times annual income			

Households with overpayment problems spend more than 30 percent of their income on housing. According to the SCAG 1999 RHNA, 1,232 lower income renter households and 538 owner-occupied households overpaid for housing (Table 11). These renter and owner-occupied lower income households overpaying for housing constitute approximately 16 percent of all Claremont households. There is no data available to

assist in estimating how many of these 1,770 lower income households pay a percentage of income higher than 30 percent (such as 50 percent) for housing.

Table 11
Lower Income Households Overpaying for Housing by Tenure: 1999

Tenure	Very Low Income*	Low income**	Total
Renters	715	517	1232
Owners	237	301	538
Total	952	818	1770

*Very low income are households earning less than 50% of the Los Angeles County median income.

**Low income are households earning between 50 to 80% of the Los Angeles County median.

Source: Draft Regional Housing Needs Assessment, Southern California Association of Governments, November 1999.

Cost of Housing

Information on housing sale prices from December 1998 through December 1999 is shown in Table 12. The purchase price for housing in Claremont is clearly out of reach of very low and low income households. Moderate income households, if willing to overextend themselves in terms of housing costs in order to gain equity, could possibly afford to purchase housing at the lower end of the market ranges.

Table 12
Market Rate Sale Prices of Single Family Residences in Claremont:
December 1998 – December 1999

Number of Bedrooms	Number of Sales	Range in Sale Prices	Mean Sale Price
Two Bedrooms	40	\$110,000 - \$325,000	\$177,353
Three Bedrooms	186	\$100,000 - \$665,000	\$232,921
Four+ Bedrooms	218	\$100,000 - \$885,000	\$343,084
Condos (all)	60	\$57,000 - \$259,000	\$145,925

Source: HdL/First American Real Estate Solutions, Los Angeles County Tax Assessor Property Database, January 2000.

According to the 1990 census, the median owner-occupied housing unit value in Claremont was \$253,900. The median value in Los Angeles County was slightly lower at \$226,300. When 2000 census data is available, a more current understanding of City and county median owner-occupied housing units will be possible. Census 2000 data will also assist in clarifying the disparity between the City's higher housing costs compared to the county as a whole.

Given the high purchase price of housing in Claremont, low and very low income households are limited to the rental market in order to meet their housing needs. In an effort to evaluate the cost of rental housing in Claremont, the City conducts a semi-annual survey of all housing complexes with ten or more units, including information on rental housing prices.

The average rents in Claremont are beyond the affordability range for the City's 715 very low income renter households (see Table 13). Some of these households, however, are assisted with housing subsidies. There are approximately 280 households in Claremont receiving rental subsidies through the federal Section 8 program. The complexes with large numbers of federal Section 8 households (Access Village, Brighton Park, and Claremont Village Commons) are required to maintain waiting lists for future subsidy opportunities. From the City's survey, these complexes have waiting lists ranging from 30 to 110 people, thus indicative of the demand for lower income housing. The Pilgrim Place retirement community provides subsidies for independent living households residing in their community. Additionally, 228 units from three other apartment complexes (Claremont Villas Senior Apartments, Mountain Village, and Vista Valle Townhomes) are restricted by contract to lower income households, and thus, maintain below market rate rents. The Claremont Colleges also own rental housing in the community which they offer to faculty and students at below market rates.

According to the City's survey, the average rents are marginally within the affordability range for low income households. For instance, a low income household of three people could afford to pay between \$586 and \$938 a month in rent (see Table 10). The average rent for a two bedroom apartment in Claremont is \$816 (Table 13). Considering the current average market rate rent range for a two-bedroom apartment is between \$695 and \$925, a low-income household could afford this size unit at the upper end of the affordability range. Moderate income households are more readily able to afford rental housing in Claremont as the average market rate rents are below the moderate affordability range (see Tables 10 and 13).

Table 13
Market Rate Rental Housing Prices in Claremont: January 2000

Number of Bedrooms	Average Rent	Surveyed Rent Ranges
One Bedroom	\$779	\$700 - \$823
Two Bedrooms	\$816	\$695 - \$925
Three Bedrooms	\$952	\$790 - \$1,100

Source: City of Claremont Apartment Vacancy Survey, January 2000.

Housing Unit Characteristics

Age and Condition of Units

Table 14 shows the distribution of housing units by decade built. Approximately 66 percent of Claremont's current housing stock (7,581 units) were constructed in the City's high growth period between 1950 and 1980. Approximately 36.7 percent of the units in Claremont are over 40 years old. Another 1,428 units were built between 1980 and 1990 and, according to City records, mostly in the early 1980s. As developable land became scarce and the housing market stagnated in the late 1980s, residential construction slowed. In the years 1988, 1989, and 1990, City records show only 80 new

units constructed. This period of slow construction activity continued through the mid-1990s because of the lingering economic recession. During the period of economic recovery in the mid to late 1990s, construction activity of single-family residences increased in the City's rural area on the few remaining large pieces of vacant land. However, because the City is now mostly built out, the majority of future residential construction to occur on vacant land will be upper income, single-family, hillside development.

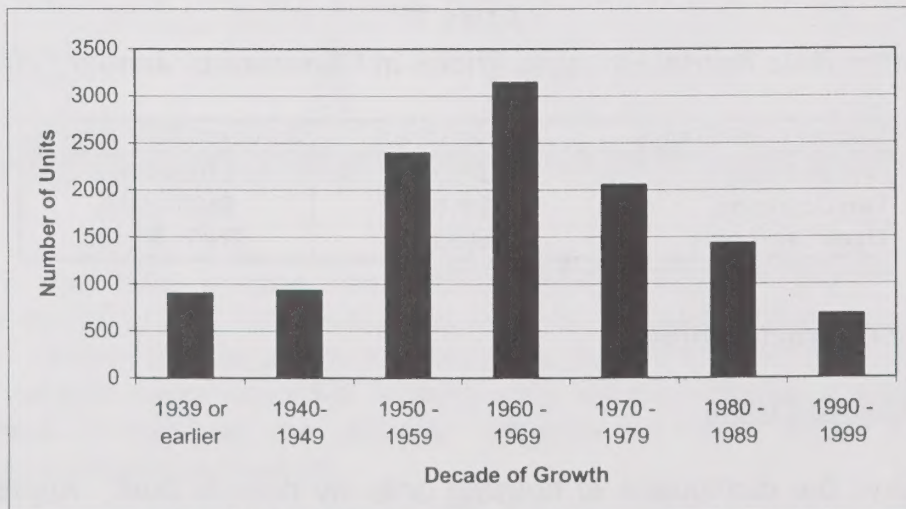
Table 14
Age of Housing Stock

Year Built	# of Units	% of Total
1939 or earlier	895	7.8%
1940- 1949	927	8.1%
1950 - 1959	2390	20.8%
1960 - 1969	3140	27.3%
1970 - 1979	2051	17.8%
1980 - 1989	1428	12.4%
1990 - 1999	676	5.9%
Total	11507	100.0%

Note: All years prior to 1990 have been adjusted for demolitions occurring between 1990-1999. Actual 2000 Census results, when available, may vary from the above estimated data.

Source: US Bureau of the Census, 1990 Census Report
State of California, Department of Finance, Official State Estimates, January 1, 2000.
City of Claremont Residential Building Permits Issued for 1990-1999.

Figure 3
Age of Housing Stock



Because of Claremont's relatively new housing stock and the desirability of older homes, the incidence of deterioration is minimal. The older units in the City are mostly

located in the areas of Historic Claremont and Old Claremont. These units are generally well-preserved and have high real estate values.

As part of Claremont's community improvement efforts, the City implements a city-wide inspection program whereby windshield surveys are conducted on an ongoing basis for all residential districts. This survey identifies structures that exhibit signs of deterioration and are in need of repair, such as repainting, window replacement, new siding, garage door repair or replacement, and roof repair or replacement. The Community Improvement Monthly Activities Report, on file with the Building Division, for January through December 1999 identified 76 situations where structures showed some sign of deterioration. In most cases, action was taken by the owner to rectify the condition, and therefore, no actual citation was issued. In only two cases, structures were identified that were beyond repair and needed replacement.

Composition of Housing Stock

Claremont's housing stock consists mostly of single-family detached units (71.6 percent), as seen in Figure 4. Multi-family and single-family attached makes up 28.4 percent of the housing (see Table 15).

Table 15

Housing Unit by Type: 1990 & 2000

Housing Type	1990		2000		Change '90-'00	
	# of Units	%	# of Units	%	# of Units	%
SF Detached	8,014	74.0%	8,238	71.6%	224	2.8%
SF Attached	887	8.2%	894	7.8%	7	0.8%
Multi-Family: 2-4 units	514	4.7%	522	4.5%	8	1.6%
Multi-Family: 5+ units	1,309	12.1%	1,850	16.1%	541	41.3%
Mobile Homes	3	0.0%	3	0.0%	0	0.0%
Other	104	0.0%	N/A	N/A	0	0.0%
Total Units	10,831	100%	11,507	100%	780	7.2%

Source: US Bureau of the Census, 1980 and 1990 Census Report
State of California, Department of Finance, Official State Estimates, January 1, 2000.

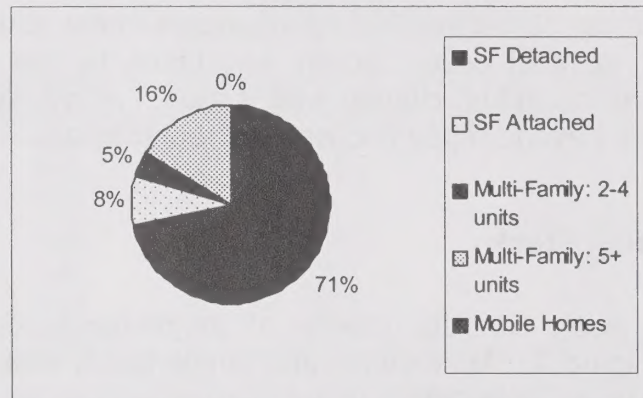
Between 1990 and 2000, multi-family housing with five or more units represents the largest portion of new construction at 541 units. A total of 15 new single-family attached and multi-family with two to four units were constructed, and 224 new single-family detached units were constructed, according to the 2000 state DOF Population and Housing Estimates.

Given the cost of single-family housing in Claremont, affordable housing is for the most part confined to multi-family units. In order to provide suitable housing for low and

moderate income population, the City has explored and will continue to explore opportunities for expanding its base of multi-family units, such as looking at possibilities for in-fill development and recycling of land to higher density uses, as well as ensuring that the existing multi-family stock is well maintained.

Figure 4

Claremont Residential Housing Unit Mixture: 2000



Housing units by tenure are presented in Table 16. In 1990, the percentage of owner-occupied housing units was approximately 68 percent, renter-occupied units was approximately 29 percent, and vacant units was approximately three percent. The proportion of owner and renter-occupied units has remained virtually unchanged since 1980. No updated data on housing unit tenure for 2000 will be available until the Census 2000 data is released.

Table 16
Housing Units by Tenure: 1980 & 1990

Housing Tenure	1980		1990		Change '80-'90	
	# of Units	%	# of Units	%	# of Units	%
Owner Occupied	6696	67.4%	7,311	67.5%	615	9.2%
Renter Occupied	2848	28.6%	3,161	29.2%	313	11.0%
Vacant	397	4.0%	359	3.3%	-38	-9.6%
Total Units	9941	100.0%	10,831	100%	890	9.0%

Source: US Department of Commerce, Bureau of the Census, 1980 and 1990 Report

Vacancy Rates

An analysis of vacancy rates provides an insight into the demand for housing in the community and can also serve as an indicator of the habitability of existing units. The 1990 census reported vacancies by type of unit and the 2000 state DOF Population and Housing Estimates reported an estimated general vacancy rate for all units as shown in Table 17. In 1990 and 2000, the overall vacancy rate for the City was relatively low and

stable at 3.3 percent. The vacancy rate in the 1990 census for single-family detached units was the lowest of all unit types at only 2.5 percent. Multi-family housing with five or more units had the highest vacancy rate of 8.3 percent in 1990. Since the 2000 vacancy rate is a general estimate for the entire City, the rate is applied uniformly to all housing unit types. The actual vacancy rates for each individual unit type will not be known until the 2000 census data is released.

Table 17

Vacancy Rate by Unit Type: 1990 and 2000

Unit Type	1990				2000*			
	Total Units	Occupied Units	Vacant Units	Vacancy Rate	Total Units	Occupied Units	Vacant Units	Vacancy Rate
SF Detached	8,014	7,814	200	2.5%	8,238	7,965	273	3.3%
SF Attached	887	860	27	3.0%	894	864	30	3.3%
2-4 Units	514	498	16	3.1%	522	505	17	3.3%
5 or More Units	1,309	1,200	109	8.3%	1,850	1,789	61	3.3%
Mobile Home	3	3	0	0.0%	3	3	0	0.0%
Other	104	97	7	6.7%	0	0	0	0.0%
Total	10,831	10,472	359	3.3%	11,507	11,126	381	3.3%

Source: US Bureau of the Census, 1990 Census Report

State of California, Department of Finance, Official State Estimates, January 1, 2000.

*Estimate of vacancy rate applied uniformly to all unit types.

The City conducts a bi-annual survey of all multi-family rental complexes with ten or more units to determine their vacancy status. A five percent vacancy rate is considered optimum in the rental market, sufficient to allow adequate mobility from one unit to another and not too high as to threaten the economic viability of the rental units. A vacancy rate lower than five percent tends to inflate rental prices, consequently exacerbating the affordability problem.

There are 29 complexes included in the survey with a total of 1,702 housing units. Results of the July 2000 survey showed an overall vacancy rate of 1.5 percent. This is much lower than the 8.3 percent present in the 1990 census figures. Table 18 shows the vacancy rates from the City's survey dating back to 1992. It is clear from Table 18 that the recession in the early 1990s greatly impacted the vacancy rate of multi-family rental units reaching a high of 10.1 percent in 1992. As the economy began to stabilize and the effects of the recession subsided, the vacancy rate dropped near to the optimal five percent rate by the mid 1990s. By 2000, the continued flourishing state of the economy has increased the demand for housing, causing an all-time low vacancy rate of 1.5 percent by July 2000. This extremely low vacancy rate has exacerbated the cost of multi-family rental housing, making all units in the City unaffordable for very low income households.

Table 18**Vacancy Rates of Apartment Complexes
With Ten or More Units: 1998-200**

Survey Date	Vacancy Rate
February 1992	10.1%
July 1992	9.2%
January 1993	8.3%
July 1993	9.8%
January 1994	4.4%
July 1994	4.4%
March 1995	3.5%
July 1995	7.0%
March 1996	3.5%
September 1996	3.9%
March 1997	3.0%
September 1997	N/A
March 1998	2.5%
September 1998	1.5%
March 1999	3.2%
December 1999	2.6%
July 2000	1.5%

Source: City of Claremont Bi-Annual Apartment Vacancy Survey

San Jose Area

The south side of San Jose Avenue between Indian Hill Boulevard and Mountain Avenue contains four properties with large multi-family rental housing complexes. These properties are located in southern Claremont abutting the north side of the Interstate-10 freeway. At the time of the last Housing Element update, these complexes had extremely high vacancy rates (see Table 19). In addition, these complexes had a high incidence of code violations and problems with crime as reported by the Claremont Police Department. To address these problems, the San Jose Avenue Apartment Corridor strategy was adopted by the City Council in 1994. This strategy included six components, of which most have been accomplished. As a result, the physical condition and appearance of the area has greatly improved. See the "Accomplishments of Previous Element" section for a more detailed discussion of this rehabilitation program.

As a result of the City's and property owner's efforts, this apartment complex corridor is experiencing very low vacancy rates, as evidenced by the City's July 2000 survey (Table 19). Today, code violations in this corridor are extremely low and readily resolved, and the Claremont Police Department reports that the incidence of crime has also dropped since these improvements were completed.

There are a total of 201 housing units in these four complexes, of which, according to the July 2000 survey, four were vacant. This translates into a vacancy rate of two percent. However, as indicated in the previous "Vacancy Rates" section, none of the market rate units along San Jose Avenue are within the affordability range for very low income households.

Table 19
Vacancy Rates of San Jose Avenue Apartments: 1992 Compared to 2000

Apartment Complex	1992			2000		
	# of Units	Units Vacant	Vacancy Rate	# of Units	Units Vacant	Vacancy Rate
Claremont Cottages, 548 W. San Jose Ave.	52	9	17%	52	0	0%
Vista Valle Townhomes, 670-680 W. San Jose Ave.	48	22	46%	48	0	0%
Villa Claremont, 690 W. San Jose Ave.	17	1	6%	17	3	18%
Claremont Palms, 750 W. San Jose Ave.	84	40	48%	84	1	1%
Total	201	72	36%	201	4	2%

Source: City of Claremont Bi-Annual Apartment Vacancy Survey, July 1992 & July 2000.

Special Needs Groups

Special housing needs groups include those households that require additional discussion because of their unique requirements related to housing. The state identifies households in special needs groups as those "of the handicapped, elderly, farmworkers, large households, families with female heads of household, and families and persons in need of emergency shelter." In addition to these groups, students also represent a special needs group in Claremont as a result of the existence of the Claremont Colleges. The households which fall into the above mentioned categories are more likely to be lower income than all other households.

Senior

Many senior households are on fixed incomes and have difficulty coping with rising housing costs. They often require smaller "efficiency" size units in order to make independent living possible. While some senior persons are able to live with other family members and others own their own home, in which case their housing needs are met, many other senior persons require some form of housing assistance.

According to the 1990 census, there were 4,026 persons over 65 years of age residing in Claremont representing 12.4 percent of the City's total population. In addition, there were 1,448 persons between 60 and 64 years of age. Table 20 shows the breakdown of the population over 65 years of age by sex and age group.

Table 20

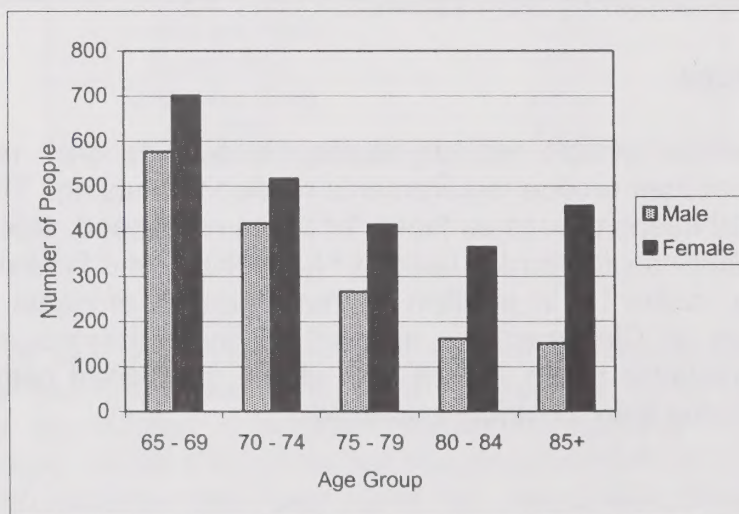
Age Distribution of Senior Citizens by Gender: 1990

Age Group	Male		Female		Total #
	#	%	#	%	
65 - 69	576	45.1%	701	54.9%	1,277
70 - 74	417	44.6%	517	55.4%	934
75 - 79	266	39.1%	415	60.9%	681
80 - 84	162	30.7%	365	69.3%	527
85+	151	24.9%	456	75.1%	607
Total	1,572	39.0%	2,454	61.0%	4,026

Source: US Bureau of the Census, 1990 Census Report, STF1

Figure 5

Distribution of Senior Population: 1990



The majority of seniors in Claremont are women, with the largest differences between men and women being in the over 80 age brackets. Of the City's total number of seniors in 1990, 498 persons (12.4 percent) lived in an institutionalized setting such as a nursing home. Of the non-institutionalized seniors, most are not in the labor force. In 1990, only 15 percent of women seniors and 29 percent of men seniors are working or looking for work.

A breakdown of the household income figures for senior households in 1989 is shown in Table 21. This census based table, however, does not indicate the number of persons per household. Household size on a severely limited income is critical in determining if housing is affordable in that a two person household with an income of \$20,000 would be much more constrained with housing costs than a one person household with the same income. Considering this ambiguity, over 21 percent of senior households had an income of less than \$15,000 in 1989. Based on the 30 percent of household income

affordability threshold, these households could at most afford to pay \$375 in rent or mortgage monthly, clearly below the current market rate of \$779 (Table 13) for a one bedroom apartment in Claremont.

Table 21

Senior Household Incomes: 1989

Household Income	Age 65 - 74		Age 75+		All Senior Households	
	#	%	#	%	#	%
\$0 - \$4,999	78	5.6%	9	0.9%	87	3.7%
\$5,000 - \$9,999	37	2.7%	128	13.1%	165	7.0%
\$10,000 - \$14,999	127	9.1%	134	13.8%	261	11.0%
\$15,000 - \$24,999	197	14.2%	178	18.3%	375	15.9%
\$25,000 - \$34,999	183	13.2%	172	17.7%	355	15.0%
\$35,000 - \$49,999	196	14.1%	153	15.7%	349	14.8%
\$50,000 - \$74,999	321	23.1%	107	11.0%	428	18.1%
\$75,000 - \$99,999	110	7.9%	31	3.2%	141	6.0%
\$100,000+	140	10.1%	62	6.4%	202	8.5%
Total	1,389	100.0%	974	100.0%	2,363	100.0%

Source: US Bureau of the Census, 1990 Census Report, STF3.

The financial capability of elderly households to cope with their housing costs often depends upon whether they are owners or renters. With frequent increases in rent and infrequent and lesser increases in income, the elderly renter is at a significant disadvantage in comparison to the owner, although financial assistance programs such as Section 8 are available to some rental households. In 1990, of households headed by persons 65 years of age or over, 64 percent were owner-occupied and 36 percent were rental. The monthly housing costs of seniors are shown in Table 22, as reported in the 1990 census.

Table 22

Senior Housing Costs: 1990

Gross Monthly Rent/Mortgage as a Percentage of Household Income

% of Income	Renters		Owners		All Seniors	
	# of HHs	%	# of HHs	%	# of HHs	%
0 - 19%	185	24%	966	73%	1151	55%
20 - 24%	27	3%	57	4%	84	4%
25 - 29%	83	11%	63	5%	146	7%
30 - 34%	75	10%	33	2%	108	5%
35+%	355	47%	185	14%	540	26%
Not computed	36	5%	20	2%	56	3%
Total	761	100%	1324	100%	2085	100%

Source: US Bureau of the Census, 1990 Census Report, STF3

The table above clearly shows that senior renters have greater difficulty keeping their housing costs within an affordable level. Of senior renters in 1990, 57 percent pay more than 30 percent of their income in rent compared to only 16 percent of senior owners who devote more than 30 percent of their income to housing costs. This reflects a need for additional affordable rental units targeted to the senior population.

The Claremont Villas Senior Apartments, constructed in 1993, helped to address the need for affordable senior rental units. With the use of the tax credit program, 100 percent of the 154 units in this complex have been restricted for lower income seniors. In addition, the City provides rental subsidies for 24 of very low income households in the Senior Villas. The City also negotiated a density bonus agreement to allow the construction of another project, Mountain Village, an 84-unit apartment complex where 26 units (30 percent) have been restricted to lower income households. The Pilgrim Place retirement community helps its lower income residents by providing rental subsidies to those who are in need of assistance. Pilgrim Place accepts its residents without regard to income. A new senior rental project recently constructed, Claremont Place Assisted Living, has also agreed to restrict 19 of its 76 units to moderate income seniors in return for the City waiving the parkland fees for this development.

While some of the owner-occupied senior households may also need financial assistance, they are typically not eligible for subsidies. The City can, however, provide some assistance to these households through rehabilitation grants or loans, or other programs such as utility subsidies.

Disabled

Households with persons that have only one or more physical disabilities often require special design features in the housing they occupy. These households may also have housing assistance needs. However, no income data is available from the 1990 census on the number of lower income disabled households, making it difficult to actually quantify this need.

The 1990 census reported that, in all income groups combined, 1,234 people residing in Claremont between the ages of 16 and 64 had a work disability. Of this number, 503 (41 percent) had a disability which prevented them from entering the work force. Among the over 65 population, 910 people had a mobility or self-care limitation. Another indicator of need is evidenced by the waiting list for the publicly subsidized housing project in Claremont for the physically disabled called Access Village. This project has a turnover rate of about one or two units a year with a current waiting list of 35 people, clearly indicating that a need for additional housing to serve this population group.

Large Families

Large families are defined by the census as those with five or more people. These households are considered a special needs group because they often require large units with three or more bedrooms which can be of limited availability and may not be

affordable. Large families are also often lower income, frequently resulting in overcrowding of smaller dwelling units. This, in turn, can cause faster than normal unit deterioration. Table 23 breaks-out large families by tenure as documented in the 1990 census. In 1990, 866 (77.9 percent) of large family households owned their homes and 245 (22.1 percent) resided in rental units. The 1990 and 2000 distribution of all household sizes in Claremont is shown in Table 24. The data indicates that 11.4 percent of the households in Claremont contain five or more people. Figure 6 graphically illustrates the distribution of large households.

Table 23
Large Family Households by Tenure: 1990

Number of Persons in Household	Owners	Renters	Total
	# of HHs	# of HHs	# of HHs
5	564	166	730
6	201	50	251
7+	101	29	130
Total	866	245	1111

Source: US Department of Commerce, Bureau of the Census, 1990 Census Report, STF, H18.

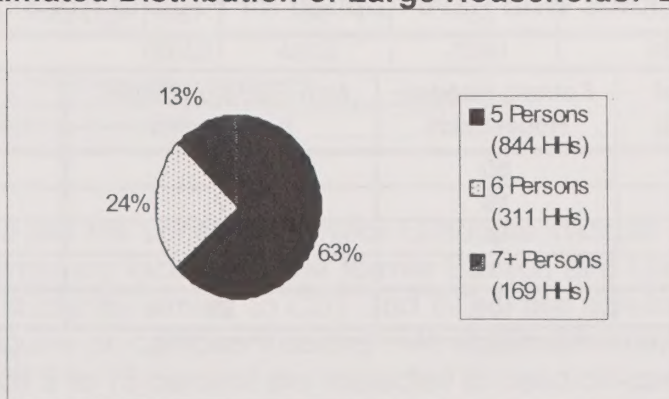
Table 24
Distribution of Household Size: 1990 & 2000*

Number of Persons in Household	1990		2000*	
	# of HHs	% of HHs	# of HHs	% of HHs
1	2,233	21.3%	2,580	22.3%
2	3,469	33.1%	3,747	32.3%
3 to 4	3,659	34.9%	3,941	34.0%
5+	1,111	10.6%	1,324	11.4%
Total	10,472	100%	11,592	100.0%

Source: US Bureau of the Census, 1990 Census Report
Claritas, Inc., Executive Demographic Summary, July 2000.

*2000 data are estimates provided by Claritas.

Figure 6
Estimated Distribution of Large Households: 2000



Female Heads of Household

Demographic, social and economic changes in society have led to an increase in the number of female-headed households. These households, often with children present, tend to be of lower income and often require some type of housing assistance. The data in Table 25, from the 1990 census, provides information from this segment of Claremont's population.

Table 25
Female-Headed Households: 1990

Female-Headed Families	# of Households	# Below Poverty Level
With Children Under 5	33	9
With Children 5-17	409	40
With Children Under 5 & 5-17	46	27
No Children	295	0
Total Households	783	76

Source: US Bureau of the Census, 1990 Census Report

In 1990, there were 783 female-headed household families in Claremont. Of these, 9 of the households with children under 5 years of age, 40 of the households with children 5 to 17, and 27 of the households with children under 5 and between 5 and 17 are living below the poverty level. It is likely that these 76 female-headed households living below the poverty level were low income renter households in need of housing assistance.

Data on households that have applied for federal housing assistance in the form of Section 8 rental subsidy certificates is shown in Table 26. This information was obtained from the Los Angeles County Community Development Commission which acts as the housing authority for the City of Claremont in administering this federal housing assistance program. There are 128 family households in Claremont that have applied for assistance. Of these, 105 (or 82 percent) are female-headed households.

Table 26
Family Households Who Have Applied for Federal Housing Assistance

Number of Bedrooms	Female Headed Households	Non-Female Headed Households	Total Households
1	80	11	91
2	16	7	23
3	8	5	13
4	1	0	1
Total	105	23	128

Source: County of Los Angeles Community Development Commission, January 2000

Students

The City contains seven independent colleges; five being undergraduate only and two being graduate only. Collectively, these seven colleges are known as the Claremont Colleges. The Claremont School of Theology (CST) is an additional college located near the Claremont Colleges facilities. CST, while not a part of the seven college consortium, does share some facilities with the two graduates schools including its housing facilities.

In 2000, there were 5,852 full-time equivalent undergraduate and graduate students attending these institutions (Table 27). Of this total, 76 percent (4,472) of the students resided in campus housing owned by the colleges and 24 percent (1,380) of the students were not housed by the colleges. Most of the students not housed by the colleges are from either CGU or Pitzer College. Approximately 100 of the Pitzer College students plus most graduate students at CGU are considered non-traditional since many of them attend college part-time, maintain full-time jobs, and reside elsewhere off campus. There remain approximately 270 undergraduate students who must find housing at market rate in the community. However, Claremont McKenna College will be adding eight additional units able to house approximately 32 more students in the near future and CGU will be adding 57 units. These new units will alleviate some of the existing student housing needs at CMC and CGU. Table 27 summarizes the student housing information as reported by each individual college.

Table 27

Claremont Colleges Student Housing by School: 2000

School	FTE	Current # of Total Beds	Current Bed Deficit	Beds Planned for Construction	Future Bed Deficit
Claremont McKenna	1003	945	-58	32	-26
Harvey Mudd	699	683	-16	0	-16
Pitzer	837	601	-236	0	-236
Pomona	1414	1365	-49	0	-49
Scripps	736	723	-13	0	-13
Claremont Graduate University	976	87	-889	101	-788
Claremont School of Theology	187	154	-33	-44	-77
Total	5852	4558	-1294	89	-1205

Source: Claremont University Center, Parking Statistics Report, November 1999.

Claremont University Center, North Campus Master Plan, Prepared by Gensler, November 1999, pps. 17-19, 38-39.

City of Claremont, Telephone Survey of Campus Housing by School, April 2000.

The newest school to join the consortium, Keck Graduate Institute (KGI), began classes in Fall 2000 at its temporary location in the former Bausch and Lomb building on Arrow Highway. The KGI students, similar to CST and CGU, are non-traditional in nature, in that most will not require on-campus housing. At maximum enrollment, KGI will have 400 students, of which 5 to 15 percent are expected to need on-campus housing.

The recent approval of the North Campus Master Plan (NCMP) for the permanent location of KGI facilities adjacent to the other colleges included a graduate student housing component that provides for additional apartment units for use by CGU students. This new housing will help alleviate a consistent deficit of approximately 160 housing units per year requested by graduate students. The new graduate student housing will replace 131 of the existing, substandard CGU and CST units and will add 57 more units to make a total of 298 housing units for graduate students. In order to better meet the privacy needs of the graduate students, most of the new units will be studio apartments. Table 28 provides the breakdown of the changes to occur to the graduate student housing from the approval of the NCMP.

Table 28
Claremont Graduate Student Housing by School

Unit Type	Current Housing		(-)	Demolition		(+)	New Construction		(=)	Total @ Buildout	
	CGU	CST		CGU	CST		CGU	CST		CGU	CST
Studio	56	46		56	22		122	---		122	24
1 Bedroom	16	80		16	22		12	---		12	58
2 Bedroom	15	22		15	0		54	---		54	22
3 Bedroom	0	6		0	0		0	---		0	6
Subtotal	87	154	(-)	87	44	(+)	188	---	(=)	188	110
Total	241		(-)	131		(+)	188		(=)	298	

Source: Claremont University Center, North Campus Master Plan, Prepared by Gensler, November 1999, pps. 17-19, 38-39.

Farmworkers

The special housing needs for farmworkers result from the seasonal nature of their work and their characteristically low wages. The 1990 census reported 127 people in Claremont are employed in the farming, forestry, and fishing industries. This is less than one percent of the City's total workforce. Thus, the specific housing needs of this employment sector are nominal and are best addressed by the City's overall housing strategy.

Families & Persons in Need of Emergency Shelter & Transitional Housing

Homelessness has become an increasing problem in the last decade throughout this country. Many factors contribute to the increase in instances of homelessness including the general lack of affordable housing, reductions in public subsidies, and the de-institutionalization of the mentally ill. Often because of a loss of jobs or family problems, individuals are forced to leave their residences and find a place to live elsewhere, either on City streets and parks or in temporary shelters.

Claremont, being a small City not located near existing emergency and transitional housing services, does not have a significant problem with homelessness. The City estimates that the number of homeless people residing in Claremont in 2000, on a more or less permanent basis, is around six. Most of these are reportedly single males. In

1999, the local service agencies contracted by the City to provide assistance to the Claremont homeless population, reported that no homeless persons receiving services from their agencies reported they were from Claremont. Actual numbers are very difficult to estimate given the transient nature of the homeless population. The Census Bureau confirmed this difficulty by finding and reporting zero homeless people in Claremont in the 1990 census.

The City attempts to assist homeless individuals and those at risk of becoming homeless in various ways. The Human Services Department provides referral services to the Pomona Inland Valley Council of Churches for emergency shelter, transitional housing, and hunger center services. The City also refers homeless disabled men to a transitional housing program operated by the Service Center for Independent Living located in Claremont and Pomona. The City also operates a Shared Housing Program that matches people willing to share a home with people needing an affordable place to live. In addition, the City maintains an emergency fund that has been used to house people in motels a night or two when needed. In emergency situations, this fund is also used to pay for rent, mortgage, utility, or medical bills for households at risk of becoming homeless. In 1998-1999, 20 households were assisted with rent or mortgage payments, 55 with utility payments, two with medical payments, and one with the purchase of food.

The City's Land Use and Development Code permits transitional housing and shelter facilities in all residential zoning districts with a conditional use permit. Currently, one such facility exists in Claremont.

Existing and Future Housing Needs

The state Department of Housing and Community Development (HCD) authorizes the regional Council of Governments to evaluate existing and future housing needs for cities in California. Cities are in turn charged with the responsibility of planning to meet these needs through their housing element and associated policies and programs. Claremont is located within the jurisdiction of the Southern California Association of Governments (SCAG).

Households Overpaying for Housing

SCAG, through its Regional Housing Needs Assessment (RHNA) model, estimates existing housing need in terms of the number of households overpaying for housing. The standard for overpayment used by the federal Department of Housing and Urban Development (HUD) and also adopted by HCD is based on a 30 percent income-to-housing ratio. Households that pay greater than 30 percent have less remaining income available than is deemed reasonable to allow for other necessities such as food, clothing, utilities, and health care. Overpayment by very low and low income households is considered to be the most serious. Moderate and above moderate income households can often afford to pay more than 30 percent in housing.

The distinction between owner-occupied and renter-occupied households is important because, while homeowners may overextend themselves financially to afford the option of home purchase, the owner always maintains the option of selling the home or using the equity in the home. Renters, on the other hand, are limited to the rental market and are generally required to pay the rent established in that market. Table 29 shows the number of lower income households by tenure that are overpaying as reported by SCAG in the 1999 Draft RHNA.

Table 29
Lower Income Households Paying More than 30 Percent of Income for Shelter

Household Tenure	Very Low Income HHs			Low Income HHs			Total - All Lower Income HHs		
	Total HHs	# Paying >30%	% Paying >30%	Total HHs	# Paying >30%	% Paying >30%	Total HHs	Total # Paying >30%	Total % Paying >30%
Owner	536	237	44%	572	301	53%	1108	538	49%
Renter	875	715	82%	749	517	69%	1624	1232	76%
Total	1411	952	67%	1321	818	62%	2732	1770	65%

Source: Southern California Association of Government, Draft Regional Housing Needs Assessment, November 1999.

Share of Future Regional Housing Needs

The state recognizes the need for a regional approach to housing policy, as individual cities do not operate in a vacuum, but function in the context of a larger market, both in terms of employment and availability of housing. For this reason, state law requires that local governments provide for their share of regional housing needs as determined by their regional Council of Governments.

SCAG allocates a proportion of the regional share of housing needs to the City of Claremont by estimating the number of households that the City will be expected to accommodate. The estimates of future housing unit needs take into account the following factors, analyzed at both the regional and local level:

- Market demand for housing
- Employment patterns
- Availability of suitable sites for public facilities
- Commuting patterns
- Type and tenure of housing need
- Special housing needs
- Loss of assisted multi-family units
- Reduction of further impact on jurisdictions that already have a disproportionately high proportion of lower income households.

In addition, SCAG considers at the local level the number of units required to compensate for anticipated demolitions and to achieve an "ideal" vacancy rate.

Regional Housing Needs Assessment: Planning Period from 1/1/98 – 6/30/05

In the 1999 Regional Housing Needs Assessment (RHNA), SCAG calculated a housing needs estimate for the City of Claremont which is shown in Table 30. The number of housing units cover a 7½ year period, retroactively beginning January 1998 and ending in June 2005.

Table 30

Regional Housing Needs Assessment: 1/1/98 – 6/30/05

	Units by Income				
	Very Low	Low	Moderate	Above-Moderate	Total
RHNA	51	37	54	141	283
# Units Built*	0	188	19	434	641
Remaining Share	51	-151	35	-293	-358

Source: Draft Regional Housing Needs Assessment, Southern California Association of Governments, November 1999.

*188 new low income units (131 replaced substandard units and 57 additional new units) have been approved for construction for graduate student housing, 19 moderate income units senior apartments are under construction, and 112 above moderate units have been constructed, an additional 159 units are under construction, and an additional 163 have been approved are expected to be constructed during the planning period.

The total housing unit need for this planning period is 283. This total new construction need accommodates for projected household growth with consideration of maintaining a desirable vacancy rate and the normal removal of units from demolition. Of the 283 overall projected needed units, 51 are allocated to very low income households, 37 to low income households, 54 to moderate income households, and 141 to above moderate income households.

Various programs are available to assist with the development of lower and moderate income rental and owner-occupied units, including a density bonus ordinance, a mixed use housing ordinance, and exemption from various fees for affordability restrictions. A total of 188 low income apartment units are planned to be constructed. These will be for graduate students at CGU and KGI. A total of 19 moderate income units are planned to be constructed during this period. These units will be restricted as rentals to seniors only residing at the Claremont Place Assisted Living facility.

As of July 2000, 112 above-moderate residences had been constructed, an additional 159 were approved and/or were under construction, and an additional 163 are expected to be constructed during the planning period. These 434 units will exceed the established need of 141 above-moderate units. Combining all income categories, a total of 641 units are planned to be constructed in the 7½-year period, 358 units more than RHNA's forecasted need for Claremont. The total housing unit need is expected to be met. However, given uncontrollable economic market forces, it is unknown if projects will come forward to meet the RHNA need for all economic segments as allocated.

Summary of Housing Needs

The housing needs analysis can be broken down into three main areas in order to summarize the housing needs of the community. These are housing assistance, housing rehabilitation, and providing for the future housing needs of the City as established by the RHNA. The data in this analysis suggests that the highest needs groups in the City are seniors, disabled, large households, and female-headed householders. Of these groups, those that are renters have the highest need, either in terms of direct housing assistance or the availability of housing types to meet their needs. In terms of home ownership, very little housing exists to meet the needs of both lower and moderate income households.

Housing Assistance

Households requiring assistance are lower and moderate income including those types defined in the Special Needs section of this part. These include individuals and families who have a disadvantage in the housing market because of income, physical disability, age, or household size. These households often require special types of amenities or financial assistance in order to meet their housing needs.

Lower and moderate income households are faced with a shortage of housing units at prices within their means to pay. There are more lower income households in Claremont than there are lower income housing units, forcing some households to pay more than they can afford or to live in overcrowded conditions. Moderate income housing in Claremont is also in short supply. The purchase price of most of the existing and newly constructed housing in Claremont is beyond the means of moderate income households. There does exist a limited supply of moderately priced rental houses available, but, as evidenced by the low vacancy rate, not sufficient to meet the need.

Most of the senior households have no members who are in the work force, and consequently, may live on fixed incomes. For the most part, those who live in owner-occupied units do not experience as great of an affordability problem as those who are renters. Many have owned homes for a long time and, therefore, have low mortgage payments and low property taxes as a result of Proposition 13, enabling them to keep their monthly housing costs low. Conversely, of the estimated 761 senior rental households in Claremont in 1990, well over half pay more than what is considered affordable for monthly rent. Unlike mortgage payments and property taxes under Proposition 13, both of which are relatively inelastic, rental prices have continued to increase over the years putting renters at a significant disadvantage. The Claremont Villas Senior Apartments complex alleviated some of this need with the provision of an additional 150 senior units, 100 percent of which are restricted to low and very low income households. The Redevelopment Agency also provides an additional rental subsidy to 24 of the very low income households in this project.

Although good data are not available to accurately quantify the needs of the physically disabled population, the long waiting list for the City's only subsidized housing project with special provisions for disabled households makes clear the significant need of this sector of the population. Disabled households require housing that has been specially designed to accommodate living restrictions posed by their disabilities.

There are approximately 191 renter households in Claremont defined as overcrowded, many of which may be large households unable to find or afford units large enough to accommodate them. Large households, particularly renters, have difficulty finding units of sufficient size to meet their needs. From the City's survey of the rental complexes with ten or more units, representing the majority of the City's affordable rental housing stock, only 151 units have three or more bedrooms, indicating a need for additional larger sized rental units.

Female-headed householders, many of whom must work and pay for childcare, often have financial difficulty affording market rate housing and other necessary expenses for caring for a family. In 1990, 76 of the 488 (15.6 percent) female-headed households with children had incomes below the poverty threshold.

Although students are considered a special need group in Claremont, recent and planned housing construction projects by the colleges have alleviated most of their housing need. Claremont Graduate University (CGU) provides limited housing for most of its students. However, many of the CGU students are employed, attend classes part-time, and have stable housing arrangements. Similarly, the students at the new Keck Graduate Institute (KGI) will be non-traditional and are expected to have alternative, off-campus housing arrangements.

The homeless population in Claremont, although not significant in numbers, is significant in need. Their special conditions require individual attention. The City needs to continue to address this segment of the population through assistance programs and referral services.

Rehabilitation

The housing stock in Claremont remains in substantially good condition. Additionally, the prosperous economy has assisted people's ability to afford needed maintenance of existing housing units as the potential for the development of new units is very much constrained by the limited availability of vacant land. Almost 40 percent of the housing in the City was built before 1960. Many of these homes are in Historic Claremont and Old Claremont and are well maintained. There are some, however, that need some rehabilitation in order to prevent future deterioration. According to the Building Division, only two residential units in the City are beyond rehabilitation and need to be demolished. The Building Division estimates that less than half of a percent (.5%) of all City housing units are in need of some sort of rehabilitation, evidence that the housing stock is generally well maintained.

Future Housing Needs

The housing needs of the community also include expected growth in number of households, as dictated by its share of the RHNA numbers which estimate regional population growth. Although the City has met a substantial amount of its regional need for the current period, the City will continue to plan not only for the housing needs of existing members of the community, but also for the housing needs of future residents, especially the lower income groups.

HOUSING CONSTRAINTS

In planning for the provision of housing, especially affordable housing, it is important to analyze constraints that exist, both public and private, that may impede development and needed maintenance. Many constraints are beyond the scope of the local government's role, such as interest rate characteristics associated with national economic trends, lending practices and insurance issues. However, local government does exert considerable power over the development of land through regulatory controls contained within zoning and subdivision ordinances, building codes and processing procedures. In addition, there are non-governmental constraints such as construction, land and labor costs, environmental considerations, and community opposition that affect housing production. The sections that follow discuss these constraints and their impact on housing in the City of Claremont.

Governmental Constraints

Local governments, while striving to protect the health, welfare, and economic viability of the City, employ various types of land use regulations, administer fees, and enforce building code compliance that affect the private sectors ability to develop and maintain housing. Land use controls affect the type and density of development permitted, and consequently, have a direct effect on housing costs. On and off-site improvements required by local governments, as well as processing fees and procedures, also have a direct impact on housing costs. This section analyzes these factors and their relationship to housing in Claremont.

Land Use Controls

The City's zoning ordinance provides for a broad range of housing types and densities. Table 31 provides the general development standards for all ten of the City's residential zoning districts. Single-family districts vary from a very low density of one unit per acre (RR 35,000) to a density of six units per acre (HC 7,500). Multi-family districts range from 11 to 22 units per acre. Claremont also has a Commercial/Professional (CP) zoning district that permits development of multi-family housing, with a conditional use permit, at a density of 15 units per acre.

The City's open space and parking requirements pose the two biggest constraints contained in the land use code to the development of affordable housing. The City's multi-family zoning districts require 400 square feet of open space per bedroom for units with two bedrooms or more. One bedroom and studio apartments are required to provide 400 square feet per unit. A minimum of 25 percent of the open space must be for private use, either as a patio, porch, or small yard area. The remainder of the open space required is provided as common open space for all residents to enjoy. These requirements are intended to create a quality living environment for residents. The City places a high priority on design standards and quality of life, of which the open space requirements are an integral part. The City prefers not to compromise these standards in the construction of affordable housing because quality of life is important for all income categories of the community. Claremont's development standards are similar to those in the surrounding communities and are no more imposing on the development of affordable housing. The City Council may, however, grant reductions in development standards in addition to other incentives such as fee waivers and density bonuses to developers who include affordable units in a development.

Parking requirements, depending on the size of the housing unit, range from two to three required spaces per unit. Without any easing of these standards, it is often difficult for housing to be developed to its maximum permitted density in multi-family zones. It would be even more difficult to utilize a density bonus for construction of affordable housing and still comply with existing codes. In 1997, the City adopted a density bonus ordinance with provisions for easing of parking requirements in order to make a higher density development more obtainable.

Table 32
Fees for a Hypothetical Ten-Unit Multi-Family Project

Type of Fee	10-Rental Units	10-SFA Units
Development/Design Review	\$ 7,420	\$ 7,420
Grading Plan Check/Permit	\$ 5,852	\$ 6,806
Public Works Plan Check/Permit	\$ 3,932	\$ 4,573
Construction Permit	\$ 8,783	\$ 10,215
Building Plan Check*	\$ 9,910	\$ 15,189
Park	\$ 44,000	\$ 44,000
Fire	\$ 2,100	\$ 2,880
Sewer Connection	\$ 3,000	\$ 3,000
Drainage	\$ 5,648	\$ 6,569
Transportation Impact**	\$ 2,100	\$ 2,100
Public Art**	\$ 3,670	\$ 5,219
Tentative Tract Map	\$ -	\$ 5,640
Final Tract Map	\$ -	\$ 1,000
	\$ 96,415	\$ 114,611

*Fee includes the building permit, plan check, issuance, electrical, mechanical, plumbing, microfilm, and SMI fees.

**Newly adopted fee since 1993 Housing Element update.

By far, the largest fee is the City's park fee which is \$4,400 per unit. In order to encourage development of affordable housing, the City has incorporated provisions into the Land Use and Development Code (LUDC) for waiving or reducing this park fee. All on-campus undergraduate student housing is exempt from the park fee. On-campus graduate student housing park fees can be waived by the City Council when the college provides open space and recreational facilities in excess of what is required for multi-family developments. Additionally, senior and affordable housing projects with at least 25 percent of the units reserved for low and/or moderate income households are exempt from the park fees. The City Council may also waive park fees for any housing project with at least 25 percent of the units set aside for low and moderate income households.

These provisions have been utilized for the waiver of fees for two senior housing projects and a graduate student housing project completed in 1993. The two senior projects had a total of 238 units making the park fee waiver worth \$1.07 million. The graduate student project contained 90 units, thereby making the park fees worth \$396,000. Fees have also been waived for a recently completed 76-unit senior rental assisted living development. The developer in this case has also chosen to restrict 25 percent of the units (19 units) to low and moderate income seniors to obtain the waiver of \$334,400 in park fees. This waiver of park fees effectively reduces the total City fees by over 50 percent, thereby substantially reducing the constraints on new development posed by the City's fee structure.

Processing Procedures

The City, in general, acts on development proposals expeditiously and thus processing procedures are not considered a constraint to the development of housing. Once a formal development proposal is submitted to the City, it is usually scheduled for a

preliminary Architectural Commission hearing within a matter of weeks after the project application has been completed. Multi-family development proposals in multi-family zoning districts meeting all development standards only require approval from the Architectural Commission. Any new development requiring a land subdivision map or conditional use permit (if proposed in CP district) must also be reviewed by the Planning Commission. A multi-family project can normally be processed within a six-month time frame unless an Environmental Impact Report (EIR) is required, while a single-family residence can normally be approved in one to two months.

On and Off-Site Improvements

There are no large areas of Claremont, except in the northern hillsides, that are not served by existing infrastructure. All of the vacant sites available for low and moderate income housing, as outlined in the Land Inventory section, are located on improved streets with water and sewer connections currently in place. In most cases, no major off-site sewer and water system improvements are necessary, although land developers are required to pay for the infrastructure connections into the existing systems. The City assesses a sewer connection fee of \$300 per unit for multi-family developments and \$500 per unit for single-family houses. This fee is used to pay for system improvements citywide.

The City does require developers to underground utilities, including power, cable, and telephone lines. For in-fill development where there are existing on-site and connecting utilities of less than 300 feet or if existing on-site utilities are located within a utility easement, the developer may choose to pay an in lieu fee. Additionally, in the Rural and Hillside Subarea-1 districts, an undergrounding utility improvement fee is required ranging from \$2,510 to \$3,125 per residential lot. These fees are subject to similar exemption criteria as are the park fees. Senior housing projects with at least 25 percent of the units restricted for low and/or moderate income households are exempt from these in lieu fees. Also, the City Council may waive the fees for any affordable housing project with at least 25 percent of the units set aside for low and/or moderate income households. The City Council made such a waiver for the Claremont Villas Senior Apartment development.

The City's water system is provided by the Southern California Water Company (SCWC). In some of the older sections of the City near the downtown Village area, the existing water mains are not large enough to accommodate substantial new development. SCWC has a policy of requiring system upgrades for projects that cause the system to be overburdened to be paid for by the developers. For example, the 150-unit Claremont Villas Senior project required a substantial system upgrade costing approximately \$114,000, which was to be paid for by the developer. The Redevelopment Agency, recognizing the need to make the project financially feasible, paid for the improvements with its housing set-aside funds. As similar situations arise in the future, the City will explore using other financial mechanisms to assist developments in this manner.

Building Codes

The City utilizes the Uniform Building Code (UBC) as a basis for the building code structure. In compliance with state law, the City adopts the state amendments to the UBC within the legally mandated time frame. In addition, the City has processed a series of local amendments to the UBC. Except for the two provisions discussed below, the City's codes are consistent with other cities in the region and do not pose any undue constraint to the development of housing.

There are two local amendments to the UBC that result in additional costs for residential construction. First, the City requires that roofs on any residential structure shall have, at a minimum, Class B, fire resistive roof construction. This provision allows wood roofs, but only those that are treated to meet the Class B fire resistive requirement. Second, the City passed an amendment to its building codes requiring the installation of automatic fire extinguishing systems in all new single-family residential construction. These fire extinguishing systems were already required for multi-family construction. The estimated cost of complying with this provision is \$2.40 per square-foot, approximately equivalent to the cost of wall-to-wall carpeting. No significant fires have occurred since this ordinance was adopted that have put people at risk of injury. The City recognizes the extra cost burden imposed by these standards. However, the City has also determined that these provisions are necessary to ensure the health and safety of the general population.

Non-Governmental Constraints

Market constraints have a significant effect on the cost of housing and need to be considered when analyzing housing opportunities. High land prices and construction costs, as well as availability and cost of financing, are major factors in the cost equation for building affordable housing in Claremont and elsewhere in southern California. These factors together dictate a necessity for some form of financial assistance in order to develop affordable housing.

The cost of the Claremont Villas Senior Apartment project is fairly representative of what the costs are for developing affordable multi-family housing in Claremont. In order to make the project financially feasible, the Redevelopment Agency used its 20 percent housing set-aside funds to write down approximately \$200,000 of the land costs as well as pay for a portion of the necessary street improvements and water system upgrade as mentioned above.

Market constraints are also contributing factors to the high purchase price of existing housing. In the 1980s and late 1990s, the costs associated with housing construction rose much faster than household income, making home ownership much more difficult for a large segment of the population. As the cost of new housing rises, the prices of older housing rise in conjunction, thereby inflating market prices as a whole.

Cost of Construction

Construction costs are comprised of two components, the price of materials and the cost of labor. The price of materials and cost of labor has risen modestly over the last couple of years. This is because the healthy economy has caused a resurgence in the construction industry. It is estimated that current residential construction costs are approximately \$60 per square-foot. After including the cost of improving the on-site open space area, plus fees and other off-site improvements, the cost increases to approximately \$100 per square-foot of building space.

Land Costs

The cost of land comprises a substantial portion of the total cost of new construction. The majority of vacant land designated for single-family lots in Claremont is located in the far northern section of the City. This is an area of low density residential uses and very high land values. Based on a survey of local realtors, the cost of land for a typical, unimproved residential lot in this area is between \$170,000 and \$400,000. This poses a major constraint on opportunities for building affordable single-family units in Claremont.

A 54-unit, small lot, single-family detached project adjacent to the under construction 210 freeway provides an example of land costs for potential new housing. The land for this project was priced at \$1,605,000, translating into almost \$30,000 per unit. The per acre cost for this land was \$288,670. This is substantially higher than the per unit cost for land, indicating the significant drop in development costs when the density of the project is increased. These 54-units were built at the RM 3,000 standards and were sold as market priced housing units ranging between \$214,000 and \$234,000. An affordable project would likely be more dense, thereby reducing the per unit land costs even more dramatically.

Financing

Prevailing interest rates are determined on a national scale and are beyond the scope of the local economy. Thus, they are not a factor in which local government can exert control. Interest rates impact housing costs in two ways. First, the cost of borrowing money to finance the construction of housing is directly translated into the cost of purchasing or renting such housing. Second, for a homebuyer, the interest rates dictate the amount of the mortgage payments to be made. A mere two percent hike in interest rates can often price many households out of the home-ownership market. In both situations, the interest rates have a direct effect on the affordability of housing. Local real estate agents indicate that 30-year fixed-rate mortgages for new home purchases are available for approximately 8 percent in contrast to the over 15 percent rates of the early 1980s.

In the next two years, the City may assist with the development of affordable owner-occupied moderate income housing in the recently adopted VESP mixed-use project area. The Agency may use set-aside monies to provide a First Time Homebuyer loan program to assist moderate income households to purchase housing in this project area. If the funds are not used for the VESP, the City will continue to make use of its set-aside funds and investigate other ways to trim overall development costs for future affordable housing projects.

The availability of financing for multi-family projects represents a significant constraint to the development of affordable housing. In most cases, market rate rents do not provide sufficient income to make debt payments on conventional financing methods. Most multi-family housing built in the past ten years has had some sort of government assisted financing.

Land Inventory

The state requires that the housing element contain a land inventory of available sites suitable for residential development. This inventory must be adequate to accommodate the new housing unit needs of the City as defined by the Southern California Association of Governments (SCAG) in the Regional Housing Needs Assessment (RHNA). The RHNA numbers for Claremont are addressed in the Needs Analysis section of this element. If the inventory does not already contain sufficient sites, with zoning that permits multi-family development by right (without a conditional use permit), then the City must define a program that will result in sites being zoned properly to accommodate the City's RHNA numbers.

Available Land Versus Share of Regional Housing Unit Need

Although large tracts of raw undeveloped land are not abundant in Claremont, there is still ample land available to accommodate the City's share of its regional housing need. The northern section of the City, zoned Rural Residential (RR 35,000), has a capacity for the development of approximately 65 new, in-fill single-family homes. The hillside areas (H/SD) of the City, where land costs are highest, have a development potential of 440 new housing units, of which 125 new homes have been approved. None of the hillside property areas are currently serviced by existing infrastructure. Together, these areas can accommodate approximately 505 new above-moderate income housing units.

The potential land available for the construction of lower and moderate income housing consists of small and medium size parcels scattered throughout the City. Table 33 contains an inventory of the parcels in the City that could be considered for multi-family residential development. All of the sites are adequately served by exiting infrastructure to accommodate new residential development. A description of the sites follows the table. This list of parcels represents those that are considered the most feasible for

development. There are, however, other sites in the City that may also be desirable for multi-family development, including small in-fill sites scattered throughout the City.

Table 33
Future Development Capacity of Potential Housing Sites

Site	Lot Size	Potential by Right			Potential # of Units with 25% Density Bonus		
		Max Units/Acre (Current or Proposed Zoning)	Maximum # of Units on Site Under Current or Proposed Zoning	Units Restricted for Lower Income if Waviers are Granted (25% set-aside)	Maximum Units/Acre	# of Units on Site	Units Restricted to Lower Income (20% set-aside)
1	12.9 acres	15 units/acre (RS10,000 @RM3000)	194 max units	49 min units	19 units/acre	246 units	50 min units
2	7.8 acres	15 units/acre (CP@RM3000)	117 max units	30 min units	19 units/acre	149 units	30 min units
3	35 acres	N/A VESP	161 max units	41 min units	N/A	202 units	41 min units
4	1.7 acres	11 units/acre (RM4000)	19 max units	5 min units	14 units/acre	24 units	5 min units
5	8.9 acres	11 units/acre (RS8000 @ RM4000)	98 max units	25 min units	14 units/acre	125 units	25 min units
6	7.37 acres	26 units/acre E	188 max units	N/A	N/A	188 units	N/A
Total Units		-----	777 units	150 units	-----	934 units	151 units

At normal multi-family densities prescribed in the City's zoning ordinance, the sites listed in Table 33 have a potential development capacity of 777 units. However, the development capacity of these sites would increase to 934 units if the City granted density bonuses of 25 percent beyond that permitted by right. The City's density bonus ordinance, however, also allows a density increase up to 1.5 times the current zone maximum for a senior housing development that restricts at least 40 percent of the units to very low income seniors.

Description of Sites

Site 1 is located in the northern part of the City, south of Base Line Road at Towne Avenue. This site is currently used as a strawberry field and is zoned for single-family residential use (RS 10,000) requiring a minimum lot size of 10,000 square feet. At the RS 10,000 density, approximately 52 single-family residences could be constructed on this 12.9-acre site. To make this site available for multi-family housing, it would need to be rezoned to multi-family (RM) or to Commercial/Professional (CP). A CP zoning designation would allow a multi-family use at the RM 3,000 density with the approval of

a conditional use permit (CUP). Recent approvals for housing projects approved through this process indicate that the CUP requirement is not an excessive burden. At the RM 3,000 density, approximately 194 multi-family units could be constructed. As shown in Table 33, a 25 percent density bonus would allow approximately 246 units on this site with 50 units restricted to lower income households. Site 1 is located within the City's Base Line Corridor Study area. A complete study of land uses in this corridor is already part of the City's adopted work program for fiscal year 2001-2002. Consideration in this study will be that this site has been identified as a potential high density site in the Housing Element. The City will initiate rezoning consistent with the policies determined in this study.

Site 2 is also located within the Base Line Corridor Study area. This site is zoned Commercial/Professional and is currently used for the school district administrative offices and maintenance yard. Consistent with the discussion for Site 1, multi-family uses are permitted in this zone with a conditional use permit. If developed at the RM 3,000 density, as permitted with a conditional use permit in the CP district, this 7.8-acre site could accommodate approximately 117 multi-family units. A 25 percent density bonus would increase the number of permitted units to 149, with 30 restricted to lower income households. Similar to Site 1, the City will initiate rezoning consistent with the policies determined in the Base Line Corridor Study.

Site 3 is currently a mix of vacant and underutilized lots, consisting of light industrial, office and single-family residential uses. This 35-acre area is the site of the recently adopted Village Expansion Specific Plan (VESP). The VESP is a mixed-use zoning designation and consists of five land use categories allowing various commercial, residential and public land uses. All commercial areas in VESP allow residential uses (live/work lofts, apartments, condominiums, etc.) when developed in conjunction with a commercial project. At build out, the VESP allows for approximately 161 residential units at multi-family densities. Thirty-two of the 161 units are existing and will be preserved and incorporated into the project area. The remaining 129 units will be new. The City anticipates the new housing in this area to be a mixture of types ranging from lofts, to multi-family units, to single-family residential. However, if a 25 percent density bonus is obtained for this site, 202 units could be constructed with 41 units restricted to lower income households. Actual commitments to low income affordability of the units will be negotiated with housing developers as projects are brought forward and will also depend on the availability of City financial resources at that time.

Site 4 is vacant, currently zoned for multi-family use, and is located at the southwest corner of Indian Hill Boulevard and Vista Drive. This is the only site in the land inventory that allows multi-family uses by right. This 1.7-acre site will accommodate approximately 19 multi-family units at the present RM 4,000 density. A 25 percent density bonus would increase the total number of units to 24, with five units restricted to very low income households.

Site 5 is a vacant piece of property owned by the City that is located just north of Oak Park Cemetery in the southeast part of Claremont. This property is currently zoned for

single-family residential uses (RS 8,000) with a minimum lot size of 8,000 square feet. However, given that this lot is vacant, it offers an opportunity for multi-family development if zoning were changed to multi-family (RM). If developed at the RM 4,000 density, this 8.9-acre site could accommodate 98 multi-family units. A 25 percent density bonus would increase the total units to 125 with 25 restricted for lower income households.

Site 6 is the North Campus Master Plan (NCMP). This 7.37-acre parcel is located near the geographic center of the City, just north of Foothill Boulevard and east of Indian Hill Boulevard. The NCMP includes the provision for the development of 188 graduate student apartments ranging from studio units to three bedroom units to be constructed during this planning period. The density bonus provision does not apply to this project because the project is located in the Educational (E) zoning district and the maximum number of units is not determined by the size of the property. All 188 units will house lower income graduate students at the Claremont Colleges.

Energy Conservation

The cost of utilities constitutes a major item in the overall cost of housing. The City recognizes the need to reduce the reliance on traditional energy sources and promote the preservation of nonrenewable energy resources through energy efficient policies with respect to housing. The City's Land Use and Development Code encourages applicants for new construction to reduce the use of nonrenewable energy resources by voluntarily achieving energy efficiency and conservation beyond the minimum required by the State of California in Title 24, Part 6 (C.C.R.). This can be accomplished in a number of ways, including, but not limited to, installing a solar hot water system, upgrading windows to low "e" (high R-value) windows, and installing energy efficient appliances. The City annually recognizes the property owners and builders who voluntarily utilize construction techniques, materials and appliances that result in buildings that achieve energy efficiency and conservation beyond the minimum required by the State energy code.

A large number of older homes in Claremont have unnecessarily high energy consumption rates in the winter months. The penetration of outside air through doors, windows, and walls can potentially increase heating costs by over 25 percent. Older homes often lack proper insulation in ceilings and walls, and may need weather stripping and caulking on window and door areas. The City encourages the use of these weatherization techniques in rehabilitation projects through public information campaigns, review of construction plans, and the use of the Housing Rehabilitation Program funds.

The Southern California Edison Company, the supplier of electricity to Claremont and the surrounding area, has extensive energy saving programs for low income households. The company will provide qualifying low income households the following services and products at no charge:

- Weather stripping and caulking around doors and windows
- Attic insulation
- Low-flow shower head
- Water heater blankets
- Refrigerator replacement
- Evaporative cooler
- Low energy use compact fluorescent light bulbs

SUBSIDIZED UNITS-AT-RISK

Section 65583(a)(8) of the state housing element law requires an “analysis of existing assisted housing developments that are eligible to change from low-income housing uses during the next ten years due to termination of subsidy contracts, mortgage prepayment, or expiration of use restrictions.” The term “assisted housing developments” refers to multi-family rental housing which receives governmental assistance from a federal, state, or locally funded program. The analysis is required to address a ten-year period coinciding with the planning periods for the local housing element.

The purpose of the analysis is to identify housing in the community that is at risk of losing its low income status, thus resulting in tenant displacement and reduction in the City’s affordable housing stock. This analysis will include the following elements:

- Definition of the ten-year analysis period
- Inventory of all at-risk housing projects and assessment of conversion risks
- Cost estimates for preservation and replacement of the at-risk units
- Identification of public and private non-profit corporations with capacity to acquire and manage the housing projects
- Identification of resources available, public and private, for use in preserving the assisted housing projects
- Development of quantified objectives in terms of the number of at-risk projects/units to be preserved
- Development of programs to preserve at-risk units

Ten-Year Analysis Period

The state suggests that a ten-year analysis period is to be used, broken down into five-year increments that coincide with the planning periods for updating the housing element. The City of Claremont is located within the jurisdiction of the Southern California Association of Governments (SCAG) for which the current housing planning period is January 1998 through June 2005, with the planning period thereafter being 2005-2010. AB 1744 has extended the deadline to adopt this housing element update to December 31, 2000. For purposes of this analysis, the period of 2000 to 2010 is being considered.

Inventory of Units-At-Risk and Assessment of Conversion Risk

There are three federally subsidized projects in the City of Claremont that are potentially at risk of losing their use restrictions in the planning periods analyzed in this element. The names of these projects are listed in Table 34 below with summary information.

Table 34
Housing Projects Potentially at Risk

Name and Address of Property	Name and Address of Property Owner	Type of Governmental Assistance	Earliest Possible Change from Low Income Use	Total Number of Low Income Units at Risk
Claremont Village Commons, 955 W. Arrow Hwy.	Goldrich & Kest, 5150 Overland Ave., Culver City, CA 90230	Section 236(J)(1) below market rate loan. Section 8 contract.	The Section 236 mortgage contract expires in 2011. The Section 8 contract must be renewed each year.	150
Brighton Park Apartments, 1415 Morton Circle	Fredricks Development Corp., PO Box 34000, Fullerton, CA 92834	Section 221(D)(4) FAM market rate mortgage. Section 8 contract.	The Section 8 contract is up for renewal on August 30, 2002.	40
Access Village, 1730 Towne Ave.	Greater Pomona Housing Development Corp., 415 E. Harvard Street, Ste. 104, Glendale, CA 91205	Section 202. Section 8 contract.	The Section 8 contract is up for renewal in February 2005	23

There are no other subsidized projects funded through a federal, state or locally administered program that are in danger of losing use restrictions within the relevant planning period.

Claremont Village Commons

The first project identified as being potentially at risk and analyzed in this section is Claremont Village Commons. This is a 150-unit multi-family rental apartment complex consisting of 18, one and two-story buildings, providing housing for 150 lower income households. This housing complex is located at 955 West Arrow Highway.

Claremont Village Commons apartment complex was financed under the federal Section 236 housing program of the National Housing Act of 1968. In addition to the Section 236 financing, the complex has a Section 8 Housing Assistance Payment Contract (HAP) through the federal Section 8 housing program.

The Section 236 program, administered by the federal Department of Housing and Urban Development (HUD), provided below market rate loans, subsidized by the federal government, for the financing of low and moderate income housing developments. In turn, the rents in the Section 236 projects are controlled by HUD, based on the cost of operations and the debt service, and income limits are established for the tenant base. The Section 236 loan by itself did not guarantee a low income tenant base as the income limits were set relatively high.

However, many Section 236 projects have, in addition, a Section 8 HAP contract which provides for a much deeper rental subsidy than possible with only a Section 236 loan. Under the Section 8 program, HUD pays the project owner the difference between the tenant's contribution (30 percent of household income) and a higher contract rent set by HUD which typically is equal to the fair market rent established for the area.

Conversion Risk

Projects funded through the Section 236 program were initially granted a 40-year mortgage with a prepayment option at the end of 20 years. Thus, the projects become at risk after the first 20 years of their mortgage, as at this time the owners can choose to prepay the remainder of their mortgage and exempt themselves from the current use restrictions. The original mortgage for Claremont Village Commons was issued in 1972, with the 20-year prepayment option due in 1991. The owners of the Claremont Village Commons did not prepay their mortgage in 1991 and consequently its use restrictions remain in place until the year 2011.

In 1995, the HUD approved a Plan of Action (POA). The POA calls for maintaining the same proportion of very low, low, and moderate income tenants as exists at the time that the plan is approved by HUD for the 20-year extension of use restrictions.

All of the units in the Claremont Village Commons are occupied by very low income households. These very low income households are eligible and are receiving subsidies under the Section 8 contract. The POA stipulates that as units are vacated by very low income tenants, they will be replaced by the same and continue to receive subsidies under the Section 8 contract. The POA also states that the Section 8 contract will be renewed upon expiration as long as federal funds for the program are still available. Therefore, the risk of conversion is very low since it can only occur as a result of a lack of adequate appropriations to finance the Section 8 contract.

The Section 8 contract for this project is now subject to annual renewal pending federal appropriations for the program. The use restrictions of the Section 236 program mitigate against the opting out of the Section 8 contract because these rental subsidies ensure the financial viability of the project. Thus, as long as Claremont Village Commons remains under the domain of the Section 236 program, the risk of the Section 8 contract not being renewed is very low.

Brighton Park Apartments

The second project potentially at risk of losing use restrictions is the Brighton Park Apartment complex, located at 1415 Morton Circle. This is a 200-unit multi-family rental housing complex constructed in 1982 by Fredricks Development Corporation. The construction was financed with a Section 221(D)(4) market rate mortgage. This mortgage was issued by the federal government on August 9, 1982, for an amount of \$8,164,000 at an interest rate of eight percent to be paid over a 40-year period.

Section 221(D)(4) was a mortgage insurance program designed to assist unsubsidized multi-family unit projects in "high risk" areas. This program by itself has no binding income use restrictions. However, this program was often piggy-backed by a Section 8 new construction contract, described below, which did attach use restrictions to the property.

The Brighton Park Apartments received a 20-year Section 8 new construction contract which was attached to the property at the same time that the mortgage was issued in 1982. Its purpose is to ensure that these 40 units remain as low income family units for the life of the contract. This contract covers 40 of the 200 units and is due to expire in the year 2002.

In the year 2002, when the current Section 8 new construction contract for Brighton Park Apartments expires, the owners have the option to not renew the contract, and to convert the 40 Section 8 units to market rate units. Under current federal guidelines, the owner would be required to file a Notice of Intent (NOI) with HUD at least one year in advance of the decision not to renew. Once HUD receives a NOI, a negotiation process ensues between HUD and the owner over the opt-out agreement.

Conversion Risk

According to the US Department of Housing and Urban Development (HUD), May 2000, there is a low risk for conversion and loss of the Section 8 units at Brighton Park. The reason for the low risk, according to HUD, is that the Section 8 rents are over 20 percent higher than market rate rents in the area. Therefore, the Section 8 units in the project generate significantly more income than they would under market rate conditions. The discrepancy between the Section 8 rents and market rate rents is attributable to the fact that Claremont is on the eastern edge of Los Angeles County. Local rents are more similar to those in San Bernardino County, while the Section 8 rents used for Claremont are established based on the higher rent structure of Los Angeles County.

Access Village

This project is a 23-unit complex built in 1983 under the Section 202 program. It is designed and constructed to accommodate the needs of disabled persons in the community and owned by a non-profit housing corporation. Access Village has a

Section 8 contract that expires in the year 2005 and an FHA contract that expires in 2026.

Conversion Risk

As with the other two projects, the Section 8 rents for this project, according to HUD, are more than 20 percent higher than market rate rents in the area. This factor, combined with the mission of this project to provide needed housing for disabled persons in the community, strongly mitigate against a market rate conversion and make this possibility extremely unlikely. Therefore, the City has not provided any further analysis of this project in the section below.

Replacement Costs Versus Preservation Costs

Housing element law requires that a cost analysis be completed which includes the cost of producing new rental housing comparable in size and rent levels to replace the units at risk of conversion, including the cost of preserving the units at risk. The law also states that if preservation costs cannot be accurately determined, it is sufficient to state whether such costs would be higher or lower than replacement estimates.

Claremont Village Commons

Claremont Village Commons contains 150 units, 96 of which are two-bedroom units and 54 which are three-bedroom. The complex exists on an 8.98-acre site with a residential density of 16.7 units to the acre. This density could be built in either the City's RM 2,000 district or the RM 3,000 district (the Commercial/Professional district also allows development at the RM 3,000 density) taking advantage of density bonus provisions. There is, however, limited available land in these districts to accommodate new development of this size.

Based on recent sales of land in multi-family districts, the land value of an 8.98-acre site is estimated at \$10/square-foot for an approximate cost of \$3.9 million. Using 900 square feet as an average housing unit size and \$100 per square-foot as the construction cost, the total cost of construction is estimated at \$13.5 million. This construction cost includes the actual structures, on and off-site improvements, and processing fees. Adding the land and construction costs together, the total replacement cost is estimated at \$17.4 million.

The basis for the preservation cost of the Claremont Village Commons is the estimated cost to purchase the project. Based on an estimated market value of \$90,000 per unit, the sale price would be approximately \$13.5 million. Assuming that private financing would require a 20 percent equity position or "local match," the funds required by the City to assist in a purchase of the property would be \$2.7 million.

Because of the difficulty of identifying an adequate site and the project's high replacement cost, it is safe to assume that it would be less expensive to preserve the existing units in their current status than to replace them.

Brighton Park Apartments

The Brighton Park Apartments contain 200 units, 40 of which are under the Section 8 new construction contract and considered at risk in this analysis. At a density of 16 to 20 units per acre, the replacement of the 40 at-risk units would require approximately two and a half acres of land.

Based on recent sales of land in multi-family districts, the land value of the two and a half acre site is estimated at approximately \$1.1 million. Sixteen of the Section 8 units in this complex are three-bedroom and 24 are two-bedroom. Using 900 square feet as an average unit size for the two-bedroom units, 1,100 square feet as an average size for the three-bedroom units, and \$100 per square-foot as the construction cost, the total cost of construction is estimated at \$3.9 million. Adding the land and construction costs together, the total replacement cost would, therefore, be estimated at \$5 million.

The basis for the preservation cost of the 40 Section 8 units at Brighton Park is the estimated cost to purchase the Section 8 units. If the units convert to market rate, then they will be saleable on the private market. Assuming a market rate sale price of \$90,000 per unit, the preservation cost for the 40 units would be \$3.6 million. Assuming private financing would typically require a 20 percent equity position or "local match" in the subsidized units, the funds required by the City to assist in a purchase of the Section 8 units would be \$720,000.

Resources for Preservation

Financial resources for preservation, if needed, for any of the project-based subsidized units in Claremont could come from several sources, including: Federal Community Development Block Grant funds allocated to the City, HOME funds distributed via the County of Los Angeles as part of an Urban County Program, and redevelopment housing funds. To implement a preservation program through acquisition, the City would most likely work with a non-profit housing corporation experienced in affordable housing. There are several such organizations in the local area and the City has worked with several of these on projects in the City.

Quantified Objectives and Programs

Under state housing element law, localities are required to establish quantified objectives for the number of housing units to be constructed, rehabilitated, and conserved for the five-year period covered by the element. The units at-risk of conversion represent a subtotal of the units to be conserved. The Claremont Village Commons, Brighton Park Apartments, and Access Village together contain 213 units, which are included in the City's total number of units to be conserved.

Given the low risk level of conversion for all three of the subsidized projects in Claremont, the City's program for conservation will be to monitor the status of the projects and remain informed on available funding options in the case that preservation is needed in the future.

EVALUATION OF PREVIOUS HOUSING ELEMENT

In compliance with state law, this section evaluates the previous Housing Element and assesses the accomplishments of Claremont's overall housing strategy. State housing element law section 65588(a) stipulates that cities are to respond to the following criteria in evaluating their current housing element:

- Effectiveness – A comparison of the actual results of the Housing Element with respect to its goals, policies and programs.
- Progress – An analysis of the differences between the projected and actual achievements of the current Housing Element.
- Appropriateness – A description of how the goals, policies, and programs of the revised Housing Element incorporate the findings of the evaluation of the previous housing element.

The following discussion addresses how the previous housing strategy met the effectiveness, progress and appropriateness evaluation criteria requirements.

The scarcity of large tracts of developable land within the City limits and sphere of influence, along with the age and condition of the existing housing stock, dictated that the City's housing policies place an emphasis on in-fill development and the maintenance and rehabilitation of existing housing.

The policies and implementation measures in the previous Housing Element have attempted to maximize these in-fill opportunities while simultaneously protecting the existing housing stock and unique character of the residential neighborhoods. Direct financial assistance including land acquisition and off-site improvements, zoning flexibility, density bonuses, and fee waivers have been utilized for encouraging the development of multi-family in-fill projects. Stringent environmental and architectural procedures and code enforcement efforts emphasized in the element's policies have attempted to preserve the existing housing stock and promote a neighborhood cohesiveness that makes Claremont a unique living environment.

The Housing Element policies have also established the framework under which the City has established a variety of programs and measures aimed at assisting lower income households. These are summarized in the evaluation of housing programs and analysis of quantified objectives sections that follow.

Evaluation of Programs - Effectiveness, Progress, and Appropriateness

The following section summarizes implementation measures and the resulting achievements of the previous Housing Element.

Density Bonus / Financial Incentives

Implementation Measure: The City will adopt an ordinance amending its Land Use and Development Code (LUDC) to offer a density bonus of at least 25 percent and/or financial incentives to developers proposing to construct housing affordable to lower income households.

Achievement: The City adopted an ordinance in 1997 amending the LUDC to offer a density bonus of at least 25 percent and/or financial incentives to developers proposing to construct housing affordable to lower income households. This amendment expands the previous density bonus ordinance in that the lower income senior housing provisions have been preserved and new provisions have been adopted to allow lower income multi-family housing bonuses and incentives. The financial incentives may include such items as low-interest financing, fee waivers (parkland, fire, transportation improvement, and utility undergrounding), Agency participation in the cost of on- and off-site improvements, and participation in the cost of planning and permit fees.

The ordinance requires that in the case of a 25 percent or more bonus for lower income multi-family housing, the City will ensure that the project is achievable by evaluating and, if necessary, making changes to parking, open space, building height/floors, setbacks, building separation, minimum floor area, lot sizes/dimensions, and the location of fences in setbacks. In the case that no density bonus is offered, incentives having an equivalent financial value can be given. If a density less than 25 percent is requested, no reduction is allowed in the number of affordable target rate units. To date, no lower income multi-family developments have been proposed under the density bonus provisions and no senior housing project has been developed under these provisions since the completion of the Claremont Villa Senior Apartments in 1993.

Park Fees / Utility Undergrounding Requirement Waivers

Implementation Measure: The City will adopt an ordinance amending the Land Use and Development Code eliminating the burden posed by the City's park fees and the utility undergrounding requirement on new housing in which at least 25 percent of the dwelling units are set aside for lower income households.

Achievement: The City adopted an ordinance amending the LUDC eliminating the burden posed by the City's park fees and the utility undergrounding requirement on new housing in which at least 25 percent of the dwelling units are set aside for lower or moderate income households. This amendment retained the previous provision that waives these items outright for lower income senior and student housing developments, unless they are paid for by the Claremont Redevelopment Agency.

Housing for Large Households

Implementation Measure: The City will adopt an ordinance requiring that, in each new multi-family development with six or more housing units, at least ten percent of the units or a minimum of one unit, will have three or more bedrooms.

Achievement: In 1997, the City adopted an ordinance requiring that in every new housing project with six or more housing units developed under the RM Multiple-Family Districts, at least ten percent of the units, or a minimum of one unit, shall have three or more bedrooms, except in developments specifically designed for seniors or disabled persons. No multi-family developments have been proposed since the adoption of this requirement.

Mixed-Use Housing

Implementation Measure: The City will analyze its Land Use and Development Code and its relationship to mixed-use developments, particularly housing with commercial and office uses. The goal will be to make the City's land use codes more accommodating to mixed-use developments, particularly in areas of the Village and the Claremont Depot.

Achievement: In 2000, the City adopted an ordinance to allow mixed-use residential and commercial developments in all commercial zoning districts in the City, except the Commercial/Freeway (CF) district. In mixed-use developments, commercial uses are to be located on the first floor and residential uses are encouraged to be located on the second floor above the commercial uses. This is in part an effort to encourage housing closer to public transportation systems and other services to reduce reliance on the automobile.

Provision of Adequate Sites

Implementation Measure: State law requires that cities make sufficient sites available for housing development to accommodate their allocated share of the regional housing unit need. Claremont has met its regional housing unit need allotment for the mid-1989 to mid-1994 housing element planning period. At such time as new numbers are released for future housing element periods, the City will initiate actions to reflect the new numbers.

Achievement: The City successfully identified ten sites to accommodate the 1989 to 1994 RHNA as evidenced in the previous Housing Element's Opportunities and Constraints Section. Given that the previous RHNA number was considerably high for Claremont, as a nearly built-out community, and that the economic recession in the 1990s severely constrained all building activity, the City successfully managed to evaluate and have developed 535 (67 percent) of the 801 housing units allocated in the RHNA. More importantly, the majority of the very low, low and moderate-income units allocated were constructed. The majority of the affordable developments were initiated

prior to the on-set of the recession, and thus were adequately funded to see project completion. In total, 428 very low, low, and moderate units were constructed in this period, thus exceeding the 369 allocated in the RHNA by 59 units; 75 units being very low income, 251 units being low income, and 102 units being moderate income. Only 107 of the 456 above moderate income units were constructed, indicating the impact of the recession on in-fill, custom housing development.

Solar Water Heating Ordinance

Implementation Measure: The City will continue to enforce its solar water heating ordinance requiring the use of solar power in all new residential construction for purposes of heating water.

Achievement: Prior to 1999, the City enforced the solar water heating ordinance, requiring that solar power be used to heat water in all new residential construction. This ordinance had a provision that allowed for exceptions to the requirement if it could be demonstrated that energy savings consistent with that of solar water heating could be achieved through other means such as upgrading to low "e" windows, higher grade wall and attic insulation, or utilizing value-engineered framing techniques. From 1993 to 1999, of the 170 single-family residences subjected to this requirement, 134 were granted exception to the requirement.

In 1999, the City amended the solar water heating ordinance to make energy conservation voluntary, opposed to being mandatory through solar water heating. The amendment was completed to bring the City into compliance with state energy conservation regulations. The ordinance recommends that all applicants for new construction voluntarily achieve energy efficiency and conservation beyond the minimum required by the State of California in Title 24, Part 6 (C.C.R.). The ordinance also includes an annual recognition program for residents, property owners and developers who achieve the goals of the ordinance.

Subsidized Units at Risk of Conversion

Implementation Measure: The City will monitor the processing of the Plan of Action for the Claremont Village Commons subsidized housing project and consider providing assistance, if necessary, to ensure that the project maintains its status as low income housing.

Achievement: In 1995, HUD approved the Claremont Village Commons Plan of Action (POA) and an extension of the use restrictions through the year 2011. The POA calls for maintaining the same proportion of very low, low and moderate income tenants.

City Housing Purchase Program

Implementation Measure: The City will investigate ways of purchasing or subsidizing the purchase of existing market rate units in order to provide affordable housing opportunities.

Achievement: Because of limited staffing and funding resources and other priorities in this housing program, the City determined that this program was not feasible.

Rental Subsidy Program

Implementation Measure: The City will establish a Rental Subsidy Program for very low income households at the Claremont Villas Senior Apartments.

Achievement: The City successfully established and implemented this program prior to final occupancy of this project. The Redevelopment Agency subsidizes 24 of the very low income residents in the Claremont Villas with housing set-aside funds. All of the units in this complex are restricted to very low or low-income seniors through a tax credit financing agreement. This subsidy further helps to assist these 24 residents living on extremely restricted incomes to enjoy an affordable, high quality living environment.

San Jose Rehabilitation

Implementation Measure: The City will initiate a project aimed at the rehabilitation of the four multi-family apartment complexes lining the south side of San Jose Avenue to create housing units affordable to low and very low-income households.

Achievement: In 1994, the City Council adopted the San Jose Avenue Apartment Corridor Strategy in an effort to establish a complete rehabilitation plan for this neighborhood. The strategy consists of six parts: 1) rehabilitation of housing units; 2) security enhancement; 3) installation of freeway sound walls; 4) implementation of traffic calming and safety measures; 5) acquisition of a 1.3-acre lot for the development of a park; and, 6) integration of neighborhood social service programs.

To rehabilitate the units, the Agency used \$353,000 in set-aside funds to enter into an Owner Participation Agreement with a non-profit housing developer to acquire and rehabilitate a vacant 48-unit complex at 670 W. San Jose Avenue. This complex was in the worst condition of the four complexes targeted in this strategy. All 48-units are three or four bedrooms, adequate for large families, and are restricted to lower income households. The example set by this rehabilitation effort in addition to active involvement by the City's Code Enforcement Division motivated the other apartment property owners on San Jose Avenue to make substantial improvements to their respective properties at 750 and 512 W. San Jose Avenue.

The major security problem in this corridor was the open system of alleys that allowed unrestrained circular access to the entire neighborhood by non-residents, particularly in

the east-west alley that is hidden between the rear of the apartments and the I-10 freeway. The City worked with the property owners on this corridor to vacate the public easements to the alley. Each owner provided the others with reciprocal access to the easements to facilitate internal circulation through the complexes. The owners then formed an association to install and maintain security gates at all access points to the alleys. This cooperative effort has significantly improved security for the apartment residents.

The San Jose Avenue apartments stand at almost the same grade as the I-10 freeway that borders them to the south, and no noise barriers exist to shield the residents from the freeway noise. The City has worked with Caltrans to get new sound walls constructed in 2001 to help ameliorate the impact of the freeway noise on the residents. Additionally, during the rehabilitation of 670 W. San Jose Avenue, the City worked with the owners to re-orient the garages east-west to act as an additional freeway buffer, thus further minimizing the impact of freeway noise on the residents.

Several traffic calming and safety measures were implemented on this targeted corridor between Indian Hill Boulevard and Mountain Avenue. Prior to these improvements, this half-mile stretch of San Jose Avenue was a wide, four-lane street with vehicular speeds ranging between 40 to 50 miles per hour. To facilitate safe pedestrian crossing, the City obtained funding to install a pedestrian signal at Lehigh Drive and restriped the street to one-lane in each direction. These improvements have dramatically slowed down traffic.

The most recent effort to improve this neighborhood is the Agency's purchase of a 1.3-acre vacant parcel at 662 W. San Jose Avenue. This parcel will be developed into a small park to serve the open space needs of this neighborhood. It is anticipated that the conversion of this lot into a park will be completed by Spring 2001. The City has budgeted \$70,000 in CDBG funding to initiate completion of the improvements for this park.

The last component of this strategy is the introduction of social service programs into the neighborhood where they would have the greatest impact on residents. The City worked with the owner of the 670 W. San Jose Avenue complex for utilization of the community room as a tutoring center and secured funding for the tutoring program from CDBG funds and operated by a community based organization (CBO). Additionally, with the acquisition of the vacant lot at 662 W. San Jose Avenue, the school district and the City's Human Services Department will have another location where they can provide services and programs.

Homebuyer Assistance

Implementation Measure: The City will promote existing first-time homebuyer programs offered by local financial institutions. The City will also assist in the organization of workshops to be held by local realtors for providing assistance to potential homebuyers.

Achievement: The City promotes four homebuyer assistance programs, two with first-time homebuyer restrictions. Descriptions of these programs are shown in Table 34. Since 1993, 29 new homeowners used the Mortgage Credit Certificate (MCC) program and eight used the Southern California Housing Financing Authority (SCHFA) program to assist with the purchase of housing in Claremont. Information on the number of participants in the Housing Ownership Program (HOP) and FreshRate™ programs is not available. Three of these programs are administered through the Community Development Commission (CDC). Table 35 indicates the variety of programs available providing assistance to very low, low and moderate-income households. The City has also provided information to potential homebuyers in these programs by distributing flyers about homebuyer workshops held by the CDC. The City will continue to endorse these programs to interested persons.

Table 35
Homebuyer Assistance Programs

Program	First-Time Home buyer	Admin. Agency	Income Limits	Maximum Loan Amount	Length of Ownership	Other Program Requirements / Features	Interest Rate
Mortgage Credit Certificate (MCC)	Yes	CDC	1-2 HHs: \$49,248 3+ HHs: \$57,635	New: \$230,564 Existing: \$196,198	None	*Tax credit up to 10% *Must not have owned principle residence in last 3 years	None
Southern California Housing Financing Authority (SCHFA)	Yes	CDC	1-2 HHs: \$61,500 3+ HHs: \$68,160	New: \$235,890 Existing: \$209,139	9 years	*Additional 3.5% rebate gift available for downpayment, closing costs, prepaid items	Currently 7.5%
Housing Ownership Program (HOP)	No	CDC	Lower Income: 80% or less of LAC median income	\$15,000 or 25% of purchase price, whichever is least	20 years	*Must put 3% down *Max purchase price: \$170,000 *No repayment until home is sold, transferred, or refinanced	0%
FreshRate	No	Private Lenders	Moderate Income: 120% or less of LAC median income	4% of purchase price	N/A	*Loan used for down payment or closing cost assistance *Interested persons contact participating lender directly	N/A

Section 8 Rental Subsidies

Implementation Measure: The City will continue to work with the Community Development Commission (CDC) to make Section 8 rental subsidies available to qualified renters. In addition, the City will provide referrals to the three complexes in Claremont that have Section 8 contracts with HUD.

Achievement: The City has, and will continue to, work with the CDC to make Section 8 rental subsidies available to qualified Claremont renters. Currently, there are 213 rental units subsidized through the HUD Section 8 program.

Assessment District Assistance Program

Implementation Measure: The City will continue to assist very low income renters and homeowners with the Landscaping and Lighting Assessment District fees.

Achievement: This program was initiated ten years ago when the Landscape and Lighting Assessment District fees were first approved by the Claremont electorate. At that time, the City assisted 40 very low income Claremont residents with the initial impact of these fees on their housing costs. Participation in this program has dwindled significantly to five residents over the past ten years. The loss in the program's participation is because of the fact that in order to participate, residents must provide documentation that they resided in the City at the time the fee was implemented, and thus the fee had a direct impact on their housing costs. This program will be continued as long as residents meet the qualification requirements.

Rental Guidelines

Implementation Measure: The City will continue to encourage tenants and landlords to comply with the City's rental guidelines which provide direction on issues relating to rent increases and property maintenance.

Achievement: The City encourages that tenants and landlords comply with the City's rental guidelines. The City also provides tenants and landlords with the state's rental guidelines which provide specific legal protocol for tenant/landlord disputes and due process rights.

Shared Housing

Implementation Measure: The Shared Housing Program assists low income people in finding affordable housing in Claremont. The primary objective of the program is to "match" those with homes in Claremont (providers) with people who are looking for a home to share (seekers). It also matches people who have special needs with people able to provide assistance, thereby promoting cooperative housing situations.

Achievement: Since 1993, the City has assisted 44 people in finding affordable housing in Claremont through this program. The City essentially achieved this objective by assisting 44 persons out of an objective of 45. The greatest demand for this program was in 1993 and 1994, when 14 persons each year utilized this service to find housing.

Owner-Occupied Rehabilitation Program

Implementation Measure: The City will continue to administer the Owner-Occupied Housing Rehabilitation Program for lower income homeowners in need of financial assistance in making needed repairs to their homes.

Achievement: This program, funded with HUD CDBG monies, provides \$80,000 per year to fund rehabilitation of residential units. Under HUDs guidelines, this program provides loans at a simple five percent interest rate that is not payable until there is a change in the title. The improvements approved for funding in this program must be for the replacement of worn and substandard living conditions and code violations that are urgent and necessary to achieve a code complying, standard living environment. Examples of approved rehabilitation activity are re-roofs, new electrical service, abatement of lead based paint and pipes, flooring replacement, and driveway replacement. Approximately ten homeowners participate in this program per year. Since 1993, 71 Claremont homeowners have participated in this program.

Sweat Equity Rehabilitation Rebate Program

Implementation Measure: The City will add a component to the Owner-Occupied Rehabilitation Program that will allow lower income homeowners to obtain a rebate of up to \$2,000 for the cost of materials used in improvements to their property.

Achievement: Since 1993, 16 Claremont homeowners have utilized this rebate program to make landscaping improvements to their properties. The actual implementation of this program varied slightly from the implementation measure objective because of funding constraints. This program, in implementation, required that lower and moderate income homeowners with City landscaping code violations could apply for a maximum \$500 rebate to improve the landscaping and irrigation on their property. Four of the 16 participants since 1993 also received rehabilitation loans to make necessary improvements to their homes. The City will continue to offer this program.

Relocation of Housing

Implementation Measure: The City will work with owners of vacant property to make land available for the relocation of houses slated for demolition. A data base will be developed of potential relocation sites. The City will also investigate using redevelopment funds to purchase lots for the siting of houses at risk of being lost.

Achievement: During this last planning period, the City worked with Claremont Graduate University (CGU) to find locations to relocate 14 historic houses from two sites on CGU property. Thirteen of the houses were relocated to other existing Claremont neighborhoods. One house was relocated to Los Angeles by the Los Angeles Community Redevelopment Agency. The City will continue to assist with locating sites for the preservation of the exiting housing stock as opportunities arise.

The City has initiated a program to develop a data base of potential relocation sites by purchasing data base software. However, because of limited staff resources and other priorities in this housing program, the City has been unable to complete the survey work to complete the data base. The City will complete the data base in the 1998-2005 planning period.

Home Weatherization

Implementation Measure: The City will provide information to eligible households on the weatherization and other energy saving programs offered by California Edison Company and California Gas Company.

Achievement: The City provides general weatherization and energy savings information to residents and contractors, when requested. Additionally, upon request, a local energy contractor voluntarily tests City residences for energy efficiency. An assessment is prepared for the resident that indicates how much money could be saved if specific energy conservation upgrades were completed (upgrading windows to low-e rated windows, installing/upgrading wall and attic insulation, etc). The City will continue to implement this program.

Code Enforcement / Community Improvement

Implementation Measure: On a regular basis, the City will monitor the condition of the existing housing stock and provide written quarterly reports on the status of the program and its findings. The City will coordinate the Code Enforcement Program with the Housing Rehabilitation Program, thereby providing a link between the identification of structures needing repair and homeowners needing financial assistance in order to make the repairs.

Achievement: The City's Community Improvement Division, formerly the Code Enforcement Division, on a monthly basis, regularly monitors the condition of the existing housing stock and provides written monthly, not quarterly, reports on its findings. The Community Improvement Division coordinates with the City's Housing Rehabilitation Program by providing referrals to property owners whose homes are identified with code violations and in need of building and landscaping rehabilitation. The City will continue this interdepartmental cooperative effort.

Youth Rehabilitation Training Program

Implementation Measure: The City will apply for a grant to be given to a local non-profit organization or entity for the operation of a neighborhood rehabilitation program which seeks to employ and train local youth in elementary construction skills. This program would be coordinated with the Regional Occupational Program (ROP), which offers training programs for youth.

Achievement: The City explored the possibility to develop and implement this program and determined that it was not feasible because of a lack of funding and staff to operate and fund the program adequately.

Mediation Services

Implementation Measure: The City will continue to contract with the Fair Housing Foundation or another organization offering similar services, to provide mediation services for tenant/landlord disputes and other fair housing information to low income tenants.

Achievement: The City continues to contract with the Fair Housing Foundation through the Community Development Commission to provide mediation services to all Claremont residents as requested.

Community Outreach

Implementation Measure: The City will publicize the housing programs offered to the community through newsletters, flyers, and existing outreach programs.

Achievement: The City has achieved this program objective through the use of multiple publicity channels. The Owner-Occupied Rehabilitation Program is publicized on a quarterly basis in the City's newsletter, which is sent to all residents, as well as in the local newspaper bi-annually. Many participants in the rehabilitation program learn of the rehab program through these publications, in addition to referrals from the Community Improvement Division. Similarly, the Shared Housing Program is publicized in the local newspaper on a bi-weekly basis. Even though few persons participate in this program, the City believes this form of outreach is important to reach the clientele this program is striving to serve.

Probably more important in reaching the people in need of these housing assistance programs is the network that exists within the City's departments to identify and provide information about these programs to the public. City staff at the two senior centers, the Youth Activity Center, Code Enforcement, and Community Development provide information to persons in need through one-on-one personal contact or by referring them to the appropriate City department or contracted agency who can meet their need.

Housing Referrals

Implementation Measure: The City will provide referral services to individual and families in need of housing assistance.

Achievement: On an ongoing basis, the Human Services and Community Development Department's provide referrals to the various City operated and contracted housing assistance programs to individuals and families in need of such housing assistance.

The City will continue to provide referrals to individuals and families who request housing assistance.

Vacancy Survey

Implementation Measure: The City will conduct a vacancy survey on a bi-annual basis of apartment complexes in the City that contain ten or more housing units to ensure compliance with the City's Condominium Conversion Ordinance. The survey also provides valuable information on the rental housing market in the City.

Achievement: On a bi-annual basis, the City surveys the vacancy status of all apartment complexes with ten or more units to ensure compliance with the City's Condominium conversion ordinance. The Housing Needs Analysis section provides a discussion of the findings of this program. The City will continue this program.

Emergency Fund

Implementation Measure: The City will continue to operate two emergency funds, one for lower income seniors and one for all other lower income residents. These funds are primarily used to pay for utilities, rent, or mortgages in emergency situations – often to assist persons who are in danger of being evicted and becoming homeless. The City will consider providing a funding match to the private donations.

Achievement: The City has combined these two programs into one funding source. Since mid-1998, the City has assisted 20 people with rent payments, 55 people with utility payments, one with food purchase, and two people with medical payments. The City will continue this program.

Homeless Assistance Program

Implementation Measure: The City will provide funding to a local or regional non-profit organization that has expertise in providing assistance to homeless persons and families.

Achievement: The City has a grant agreement with two local non-profits, the Pomona Inland Valley Council of Churches and the Service Center for Independent Living, that provide services to homeless persons and families. These services include an emergency shelter, a transitional housing program, and a hunger center. The Service Center for Independent Living provides transitional housing services for disabled males. No persons who used these facilities in 1999 reported that they were from Claremont. The City will continue to provide this service.

Analysis of Quantified Objectives

Table 36 shows the quantified objectives of the previous housing element in regard to conservation of the existing lower income assisted housing units, rehabilitation of

existing affordable market rate units, and construction of affordable assisted and market rate housing units to meet the needs of the City's growing population. The table indicates the goals set in the previous element and compares them to the actual achievement of those goals. In all objective categories, the City significantly exceeded the estimated goals. The City made considerable efforts to assist in the rehabilitation and construction of lower and moderate income units, as evidenced in the table and previously discussed in this part. This achievement is especially significant given the poor condition of the economy during the majority of the previous planning period.

Table 36
Achievement of Quantified Objectives from Previous Housing Element
Planning Period from 7/1/93 to 6/30/96

Objective / Income Category	Goal # of Units	Achievement # of Units
Conserved		
Very Low	75	115
Low	75	75
Moderate	0	0
Above Moderate	0	0
Total	150	190
Rehabilitated		
Very Low	40	59
Low	70	146
Moderate	43	10
Above Moderate	0	0
Total	153	215
Constructed		
Very Low	0	75
Low	10	165
Moderate	10	34
Above Moderate	25	15
Total	45	289

Summary

This evaluation process has helped determine if the policies set forth in the previous Housing Element are still relevant and should be continued, and whether implementation measures were successfully carried out. The City believes that it has been successful in achieving the goals, policies and implementation measures of the previous Housing Element. This achievement is substantiated by the fact that 25 of the 27 implementation measures have successfully been accomplished. The City has worked diligently to remove as many government imposed barriers as possible to the conservation, rehabilitation and development of affordable housing to all income

categories. The results of the above evaluation are reflected in this revised Housing Element through a renewed commitment and redefinition of the goals, policies, implementation measures and programs that comprise the housing strategy for the City for the 1998-2005 planning period.

GOALS, POLICIES, IMPLEMENTATION MEASURES AND PROGRAMS

This section of the Housing Element contains the goals, policies, implementation measures and programs that will guide the City's actions in addressing the housing needs as identified in this element. The goals define the major areas that are addressed in more detail by the policies, implementation measures and programs.

In preparing the last Housing Element, the City Council held a series of public workshops and hearings to solicit the community's input in defining a long-range vision for the City. Through these workshops, a "vision statement" for the City was defined. A review of the housing portion of this vision state in 2000 found that it continues to represent the community's current goals and objectives in addressing housing needs. The goals and policies of this technical element update attempt to incorporate the housing aspects of this vision statement and expand upon them. Listed below are the elements from the housing portion of this vision statement.

- Housing available to all ages
- Use of existing housing stock for affordable housing
- Renewal of deteriorating neighborhoods
- Active sense of neighborhoods

Goals

The purpose of the Housing Element is to accomplish the following general goals:

- A. New housing that is of quality design and well-situated in relation to needed services and surrounding land uses.
- B. Availability of adequate and affordable housing in a wide range of housing types and residential densities, to meet the needs of all social and economic segments of the Claremont community.
- C. Well-maintained existing housing stock.
- D. Equal access to housing for all households regardless of race, national origin, color, religion, sex, sexual orientation, marital status, age, or physical or developmental disability.
- E. Preservation of Claremont's unique physical and social character within individual neighborhoods, as well as in the community as a whole.

- F. Availability of housing that meets the unique living requirements of special needs groups in the City.
- G. Community participation in the implementation of this element.

Policies

A. New Housing

It is the policy of the City of Claremont to:

1. Encourage development of new housing in proximity to public services, transportation routes, and other community facilities.
2. Encourage all new development to be of quality design, and that design standards not be compromised in the construction of affordable housing.
3. Require that new housing proposals undergo development review that evaluates the proposed site's relationship to municipal services and surrounding land uses, as well as the architectural compatibility with surrounding neighborhoods.
4. Encourage new housing to be sited in locations that are safe in relationship to traffic and surrounding land uses.
5. Promote energy efficiency in new housing construction.
6. Encourage mixed-used development in areas suited for both commercial and residential uses.
7. Encourages new housing developments to be inter-generational in nature.
8. Give higher priority to new affordable housing proposals of 25 units or less.

B. Availability of Adequate and Affordable Housing

It is the policy of the City of Claremont to:

1. Have sufficient sites available and zoned properly for a variety and choice of housing consistent with the City's identified local needs and its regional housing responsibilities.
2. Promote the conservation of lower income rental units which have federal mortgages or rent subsidies threatened with termination.

3. Pursue governmental and non-governmental funds that are available for purposes of rehabilitation and construction of lower and moderate income housing.
4. Encourage the development of lower and moderate income housing through financial incentives and regulatory concessions.
5. Use redevelopment set-aside funds to assist in the development and rehabilitation of lower income housing.
6. Encourage affordable housing to be geographically scattered throughout the City, thereby encouraging economically diverse neighborhoods.
7. Promote economically diverse neighborhoods and housing developments by encouraging affordable housing units to be in a variety of sized buildings and be interspersed with market-rate housing.
8. Consider the rehabilitation of existing underutilized affordable housing a higher priority for receiving City assistance than the construction of new affordable housing.
9. Consider the conversion of multi-family rental units to owner-occupied housing when it can be demonstrated to the City's satisfaction that such conversion will not cause undue hardship on low-to-moderate income residents and when conversion is in compliance with vacancy rate standards adopted by the City.
10. Encourage employers with a large number of employees to assist in the provision of housing for their employees.
11. Encourage the development of housing units with three or more bedrooms to accommodate the need of larger size households.
12. Encourage long-range planning on the part of the Claremont Colleges to adequately accommodate those students who desire to, or are required to, live on campus.

C. Conservation / Improvement of Existing Housing

It is the policy of the City of Claremont to:

1. Provide assistance to low income households who own their own home for needed maintenance and rehabilitation.
2. Monitor the condition of existing housing stock for early signs of deterioration.

3. Develop strategies for the rehabilitation of multi-family apartment buildings needing renovation.
4. Promote the installation of energy saving features in existing housing.
5. Encourage compliance of all residential structures with the minimum standards of the Uniform Building Code and support the use of the Historic Building Code for residential structures over 50 years of age.

D. Access to Housing / Fair Housing

It is the policy of the City of Claremont to:

1. Publicize the housing programs and services offered to the community by the City and other agencies.
2. Provide a fair housing program and landlord/tenant mediation to existing and potential residents of Claremont.

E. Neighborhood Preservation

It is the policy of the City of Claremont to:

1. Encourage the maintenance of the residential character of areas surrounding the Claremont Colleges.
2. Discourage the demolition of residential structures until all reasonable alternatives to demolition, including relocation, have been explored and evaluated, and plans for reuse of the site have been approved.
3. Identify and make all reasonable efforts to preserve residential structures of historical or architectural significance.
4. Support the activities of private historic and neighborhood preservation groups.
5. Encourage the conservation of residential areas and minimize or prevent the intrusion of incompatible land uses.
6. Ensure that the construction of second units will not negatively impact existing residential neighborhoods.
7. Work with CalTrans to construct freeway barriers.

F. Special Needs

It is the policy of the City of Claremont to:

1. Consider the following categories, in the order listed below, to be the highest priority special needs groups in determining the focus for the City's housing resources:
 - a. Senior and disabled households in the very low and low household income categories with priority going to those whose household incomes are at the level of SSI or comparable retirement program;
 - b. Single-parent households in the very low income category;
 - c. Large households of four or more persons in the very low income category;
2. Promote the activities and program that meet the special needs of the homeless population by cooperation with other agencies and organizations with specialized expertise in this area of need.
3. Support activities which increase the ability of the elderly and the disabled to remain in their homes.
4. Promote cooperative housing situations, such as shared housing.
5. Support programs that provide affordable housing for single heads-of-households with children.
6. Encourage the location of new housing for seniors to be near medical facilities, shopping, and social services.
7. Encourage the development of new units whose design and location can accommodate the needs of those Claremont residents with physical disabilities who desire maximum personal freedom and independence of lifestyle.
8. Encourage unimpeded access to public transportation, public services, shopping facilities, and social amenities when reviewing prospective sites for housing for the disabled.
9. Encourage the provision of social services in conjunction with housing developed for lower, moderate, and special needs households.

Five-Year Housing Implementation Program

Section 65583(c) of state law mandates that local government must set forth a five-year schedule of actions that will be undertaken to implement the policies and achieve the goals and objectives contained in the Housing Element. These actions are to be accomplished through the administration of land use and development controls, the provision of regulatory concessions and incentives, and the utilization of federal and

state financing and subsidy programs when available, as well as local monies accumulated from redevelopment activities. The six primary areas that must be addressed in the action program are listed below with the accompanying programs intended to achieve them. Descriptions of the programs follow in the Implementation Measures and Programs section.

1. *Action* – Identification and provision of adequate sites in order to meet the community's defined goals and objectives.

Programs – Provision of Adequate Sites, Village Expansion Specific Plan.

2. *Action* - Assistance in the development of adequate housing to meet the needs of low and moderate income households.

Programs – Density Bonus/Financial Assistance, Park Fees/Utility Undergrounding Waivers, Housing for Large Families, Mixed-Use Housing, Voluntary Energy Conservation Ordinance, Homebuyer Assistance, Rental Subsidy Program, Assessment District Assistance Program, Owner-Occupied Rehabilitation Program, Sweat Equity Rehabilitation Program, Habitat for Humanity, Home Weatherization.

3. *Action* - Removal of governmental constraints to the maintenance, improvement and development of housing.

Programs – Density Bonus/Financial Incentives, Provision of Adequate Sites, Park Fees/Utility Undergrounding Waivers, Mixed-Use Housing.

4. *Action* – Conservation and improvement of the existing housing stock.

Programs – Voluntary Energy Conservation Ordinance, Assessment District Assistance Program, San Jose Avenue Rehabilitation, Homebuyer Assistance, Owner-Occupied Rehabilitation Program, Sweat Equity Rehabilitation Program, Relocation of Housing, Home Weatherization, Community Improvement, Community Outreach, Housing Referrals, Vacancy Survey, Emergency Fund.

5. *Action* – Promotion of fair housing opportunities for all persons.

Programs – Housing for Large Families, Tenant/Landlord Handbook, Shared Housing, Tenant/Landlord Services, Emergency Fund, Homeless Assistance Program.

6. *Action* – Preservation of assisted housing in danger of losing low income use restrictions.

Programs – Federally Subsidized Units at Risk of Conversion, Rental Subsidy Program, Section 8 Rental Subsidies.

Quantified Objectives

State law also requires that the Housing Element establish quantified objectives for the maximum number of housing units that can be conserved, rehabilitated, and constructed through the programs and implementation measures outlined in the element. These goals should be realistic estimates based on actual resources which may or may not correspond to the City's share of the regional housing need.

Based on the programs outlined in the implementation measures and programs section, quantified objectives have been established for the remainder of the current period. The new construction figures are considerably lower in comparison to the previous set of RHNA numbers issued for the City. This reflects the fact that Claremont is mostly built-out and is no longer considered a developing community. These numerical objectives are summarized in Table 37 below.

Table 37
Housing Element Quantified Objectives
1/1/98 – 6/30/05

Objective Type	Very Low Income	Low Income	Moderate Income	Above Moderate Income	Total
Conserved*	138	75			213
Rehabilitated	25	25	25		75
Constructed		188	19	434	641

*The conservation objective refers to the preservation of the existing affordable housing stock.

The conservation objective includes the preservation of 150 federally subsidized units at the Claremont Village Commons, 40 units at the Brighton Park Apartments, and 23 units at Access Village (see the Subsidized Units at Risk of Conversion part for a detailed discussion).

The rehabilitation objective references the potential for 75 lower and moderate-income households (approximately ten per year) to participate in the Owner-Occupied Rehabilitation Program to make necessary repairs to their owner-occupied units in order to preserve the existing housing stock.

The construction objective refers to the development of 188 graduate student units, 130 assisted living senior units (19 restricted at affordable rent rates), and 323 single-family units.

Financial Resources for Housing

Redevelopment Low & Moderate Housing Set-Aside Funds

In 2001, the Redevelopment Agency's Low and Moderate (L&M) income fund has a beginning balance of approximately \$150,000. The Agency anticipates receiving approximately \$750,000 in new tax increment L&M funds over the planning period.

Possible ways that these funds may be spent over the five-year planning period are shown below.

- Operating Expenses - \$125,000
- Senior Rental Subsidy - \$70,000
- Emergency Fund - \$15,000
- Village Expansion Housing - \$550,000
- Habitat for Humanity - \$50,000
- Other - \$90,000

As an example, in 1994, the City used \$353,000 in set-aside funds to rehabilitate a vacant, 48-unit apartment complex on San Jose Avenue. All 48 units are restricted to lower income households and have three or four bedrooms, making them suitable for large families.

Community Development Block Grant (CDBG) Funds

The City receives approximately \$230,000 per year in block grant funds. These funds can be used for a variety of community projects, such as public infrastructure improvements, social programs, and housing rehabilitation programs. These funds cannot be used for new housing construction. However, they can be used for land acquisition and off-site improvements that are related to the development of new housing. The City allocates approximately \$80,000 of block grant funds annually for a low and moderate income, owner-occupied Housing Rehabilitation Program. Block grant monies are also used to fund the Shared Housing Program.

Federal, State, and Private Monies for Homebuyer Assistance

Federal, state and private lender homebuyer programs are available for interested lower and moderate income households. These program funds are made available on a project-by-project first-come first-served basis. A total of four programs exist, as discussed in the Evaluation of the Previous Element part. Three of these programs (Mortgage Credit Certificate, Housing Ownership Program, and the Southern California Housing Financing Authority) are administered by the Los Angeles County Community Development Commission (CDC). The fourth program, FreshRate™, is administered by private lenders. Please refer to the Evaluation of Previous Element part for more information on these programs.

Implementation Measures and Programs

Density Bonus / Financial Incentives

The City will encourage developers to use this established ordinance to increase residential densities by at least 25 percent to facilitate the inclusion of lower income dwelling units in new residential developments.

Responsible Agency: Community Development, Redevelopment Agency
Time Frame: Ongoing
Objective (2000-2005): Encourage the use of the ordinance to facilitate the inclusion of affordable units in new residential developments
Source of Funds: Redevelopment set-aside

Park Fees / Utility Undergrounding Requirement Waivers

The City will encourage developers to use this established ordinance to eliminate the burden posed by the City's park fees and utility undergrounding requirement on new housing developments by setting aside at least 25 percent of the dwelling units for lower or moderate income households.

Responsible Agency: Community Development, Redevelopment Agency
Time Frame: Ongoing
Objective (2000-2005): Encourage the use of the ordinance to facilitate the inclusion of affordable units in new residential developments
Source of Funds: N/A

Housing for Large Households

The City will enforce this established ordinance requiring that in each new multi-family development with six or more housing units, at least ten percent of the units, or a minimum of one unit, will have three or more bedrooms.

Responsible Agency: Community Development, Redevelopment Agency
Time Frame: Ongoing
Objective (2000-2005): Development of rental multi-family dwelling units that are large enough to accommodate large households (those with five-plus members)
Source of Funds: N/A

Mixed-Use Housing

The City will encourage commercial developers to use this established ordinance to include a residential component to their project, preferably on the second floor, to help facilitate the location of housing closer to public transportation systems and other services, thereby reducing reliance on the automobile.

Responsible Agency: Community Development, Redevelopment Agency
Time Frame: Ongoing
Objective (2000-2005): Encourage use of the ordinance to facilitate the inclusion of affordable units in new residential developments
Source of Funds: N/A

Provision of Adequate Sites

State law requires that cities make sufficient sites available for housing development to accommodate their allocated share of the regional housing unit need. Claremont has met its regional housing unit need allocation for the January 1998 to June 2005 housing element planning period by identifying adequate multi-family sites to accommodate this need. When new numbers are released for future housing element periods, the City will initiate actions to reflect the new housing need numbers.

The Land Inventory section in the Opportunities and Constraints part of this element outlines the potential sites in the City that are suitable for the development of lower and moderate income housing. The City will continue to examine and amend, if necessary, the zoning map and LUDC to ensure that obstacles and constraints to new housing are minimized. As part of this analysis, the City will be completing a study of the land uses on the Base Line Corridor during fiscal year 2001-2002. Two of the sites identified in the Adequate Sites list (Table 33) are located along this corridor. The City will initiate rezoning and General Plan amendments to properties in this corridor as appropriate to the results of this study.

Responsible Agency:	Community Development
Time Frame:	1998-2005
Objective (2000-2005):	Provide sufficient housing sites to accommodate RHNA
Source of Funds:	N/A

Village Expansion Specific Plan

The City will begin the Village Expansion Specific Plan project (VESP). The VESP includes a variety of transit oriented housing that is traditional to a village environment. The City will provide financial assistance in the form of second mortgages to a number of qualified homebuyers so that some of the units in this project are affordable to low/moderate income households.

Responsible Agency:	Community Development; Redevelopment Agency
Time Frame:	2000-2005
Objective (2000-2005)	Provide new housing rental and owner-occupied opportunities in a transit oriented, mixed-use, village environment
Source of Funds:	Redevelopment set-aside

Voluntary Energy Conservation Ordinance

The City will continue to recommend that all applicants for new construction voluntarily achieve energy efficiency and conservation beyond the minimum required by the State of California in Title 24, Part 6 (C.C.R.).

Responsible Agency:	Community Development
Time Frame:	Ongoing
Objective (2000-2005):	Optimal energy efficiency in all new residential units
Source of Funds:	N/A

Federally Subsidized Units at Risk of Conversion

The City will continue to monitor the status of the Brighton Park Apartments and Claremont Village Commons subsidized housing projects and consider providing assistance, if necessary, to ensure that the restricted low income units in these complexes are preserved.

Responsible Agency:	Community Development
Time Frame:	Ongoing
Objective (2000-2005):	Preserve 213 low income units
Source of Funds:	N/A

Rental Subsidy Program

The City will continue to provide a Rental Subsidy Program for very low income senior and disabled households at the Claremont Villas Senior Apartments, completed in December 1993. The subsidy program enables senior households who live on fixed incomes, often equal to their SSI payments, to afford manageable rents in a high quality living environment located near transportation, medical and retail service facilities.

Responsible Agency:	Redevelopment Agency
Time Frame:	Ongoing
Objective (2000-2005):	Assist 24 very low income households
Source of Funds:	Redevelopment set-aside

Assessment District Assistance Program

The City will continue to assist very low income renters and homeowners with the Landscape and Lighting Assessment District fees.

Responsible Agency: Community Development
Time Frame: Ongoing
Objective (2000-2005): Assist all qualified very low income residents
Source of Funds: CDBG

San Jose Avenue Rehabilitation

The City will continue to implement the San Jose Avenue Apartment Corridor Strategy. This area is described in the Needs Analysis and Evaluation of Previous Housing Element sections. This six-part neighborhood rehabilitation strategy was adopted by the City Council in 1994. Four parts of the strategy have been completed. The two remaining parts, the development of a 1.3-acre park and the construction of a freeway sound wall, will be completed within this planning period. The City's efforts, along with those of the residents and property owners in this area, have greatly improved the quality of life in this neighborhood.

Responsible Agency: Community Development
Time Frame: 2000-2005
Objective (2000-2005): Develop neighborhood park; and, monitor construction of freeway sound wall
Source of Funds: Redevelopment set-aside

Homebuyer Assistance

The City will continue to promote the existing homebuyer assistance programs offered by CDC and local lenders. The City will also continue to assist in distributing homebuyer workshop information held by local realtors or the CDC to potential homebuyers. These workshops focus on financing options and property maintenance.

Responsible Agency: Redevelopment Agency
Time Frame: Ongoing
Objective (2000-2005): N/A
Source of Funds: HUD HOME; tax credits; private financial lenders

Section 8 Rental Subsidies

Under HUD's Section 8 program, eligible households are required to pay 30 percent of their income for eligible housing units. HUD, in return, will pay the difference between that 30 percent and the fair market rent for that unit. Claremont participates in the Section 8 program through a cooperative agreement with the Los Angeles County Community Development Commission (CDC), whereby the CDC administers the program. There are currently 65 households receiving assistance through the program. The City will continue to work with the CDC to make Section 8 rental subsidies available to qualified renters. In addition, the City will provide referrals to the three complexes, totaling 212 housing units, in Claremont that have Section 8 contracts with HUD.

Responsible Agency: Los Angeles County Community Development Commission
Time Frame: Ongoing
Objective (2000-2005): 65 participating households
Source of Funds: HUD Federal Section 8 Housing Program

Tenant / Landlord Handbook

The City will encourage tenants and landlords to comply with the state rental guidelines which provide direction on issues relating to rent increases and property maintenance.

Responsible Agency: Redevelopment Agency
Time Frame: Ongoing
Objective (2000-2005): Provide information as requested to residents and landlords on their legally protected housing rights
Source of Funds: N/A

Shared Housing

The Shared Housing Program assists low income people in finding affordable housing in Claremont. The primary objective of the program is to "match" those with homes in Claremont (providers) with people who are looking for a home to share (seekers). It also matches people who have special needs with people able to provide assistance, thereby promoting cooperative housing situations.

Responsible Agency: Human Services
Time Frame: 2000-2005
Objective (2000-2005): 45 matches
Source of Funds: CDBG

Owner-Occupied Rehabilitation Program

The City will continue to administer the Owner-Occupied Housing Rehabilitation Program for lower and moderate income homeowners in need of financial assistance in making needed repairs to their homes. This program also provides for the installation of special amenities in housing occupied by elderly and disabled households, such as wheelchair ramps, support rail systems, and security/safety devices.

Responsible Agency: Community Development
Time Frame: Ongoing
Objective (2000-2005): Rehabilitate ten units per year
Source of Funds: CDBG

Sweat Equity Rehabilitation Rebate Program

The City will continue to provide a rebate program of up to \$500 for the cost of materials used in landscape and irrigation improvements to lower income homeowners to correct landscape maintenance code violations on their property. This program will enable lower and moderate income homeowners to make improvements to their home through the use of their own labor.

Responsible Agency:	Community Development
Time Frame:	Ongoing
Objective (2000-2005):	Rehabilitate ten yards
Source of Funds:	CDBG

Relocation of Housing

The City will continue to work with owners of vacant property to make land available for the relocation of houses slated for demolition. The City will also assist property owners who desire to preserve an existing house by relocating it off of their property and onto a vacant property. A data base will be developed of potential relocation sites.

Responsible Agency:	Community Development, Redevelopment Agency
Time Frame:	Ongoing; complete database by 2002
Objective (2000-2005):	Preserve existing housing stock
Source of Funds:	N/A

Habitat for Humanity

The City will work with Habitat for Humanity to develop a project in Claremont. This program will afford a lower income family the opportunity to own a new or rehabilitated single-family house in Claremont. The City will provide Habitat with the data base developed in the Relocation of Housing Program to assist them in locating a site in the City.

Responsible Agency:	Community Development, Redevelopment Agency
Time Frame:	2000-2005
Objective:	Assist in the development or rehabilitation of affordable single-family housing
Source of Funds:	Redevelopment set-aside

Home Weatherization

The City will continue to provide information to eligible households on the weatherization and other energy saving programs offered by California Edison Company and California Gas Company. Additionally, upon request, a local energy

contractor voluntarily tests City residences for energy efficiency. An assessment is prepared for the resident that indicates how much money could be saved if specific energy conservation upgrades were completed (upgrading windows to low-e rated windows, installing/upgrading wall and attic insulation, etc). Lower income home owners can apply for and use monies from the Housing Rehabilitation Program to complete the energy efficiency upgrades.

Responsible Agency: Community Development
Time Frame: Ongoing
Objective (2000-2005): Assist all eligible households
Source of Funds: Utility companies; CDBG

Community Improvement

On a regular basis, the City will monitor the condition of the existing housing stock and provide written monthly reports of its findings. The City will continue to coordinate the Community Improvement Program with the Housing Rehabilitation Program, thereby providing a link between the identification of structures needing repair and homeowners needing financial assistance in making the repairs.

In an attempt to further ensure that the existing housing stock is continually well maintained, the City will complete a feasibility study on developing a housing inspection program.

Responsible Agency: Community Development
Time Frame: Ongoing
Objective (2000-2005): Survey entire City, street by street, twice a year; survey specific areas on a daily basis, based on complaints; complete a feasibility study on developing a housing inspection program
Source of Funds: General Fund

Tenant / Landlord Services

The City will continue to contract with the Fair Housing Foundation through the CDC to provide tenant/landlord information, referrals and other fair housing information to all residents.

Responsible Agency: Community Development
Time Frame: Ongoing
Objective (2000-2005): N/A
Source of Funds: CDBG

Community Outreach

The City will continue to publicize the housing programs offered to the community through community newspapers, newsletters, flyers, and existing outreach programs.

Responsible Agency: Community Development, Redevelopment Agency, Human Services
Time Frame: Ongoing
Objective (2000-2005): N/A
Source of Funds: Redevelopment set-aside

Housing Referrals

The City will provide referral services to individuals and families in need of housing assistance.

Responsible Agency: Community Development, Redevelopment Agency, Human Services, Community Improvement
Time Frame: 2000-2005
Objective (2000-2005): N/A
Source of Funds: N/A

Vacancy Survey

The City will continue to conduct an apartment vacancy survey on a bi-annual basis of complexes in the City that contain ten or more housing units. This survey is conducted to ensure compliance with the City's condominium conversion ordinance. The survey also provides valuable information on the rental housing market in the City.

Responsible Agency: Community Development
Time Frame: Ongoing
Objective (2000-2005): N/A
Source of Funds: N/A

Emergency Fund

The City will continue to operate an emergency fund for all lower income residents. These funds are primarily used to pay for utilities, rent, or mortgages in emergency situations – often to assist persons who are in danger of being evicted and becoming homeless. The City will consider providing a funding match to the private donations.

Responsible Agency: Human Services
Time Frame: Ongoing
Objective (2000-2005): Assist 30 households
Source of Funds: Private donations, redevelopment set-aside

CONSERVATION ELEMENT

Homeless Assistance Program

The City will continue to provide funding to a local non-profit organization that has expertise in providing assistance to homeless persons and families. The organization should provide food, shelter and transitional services to homeless persons.

Responsible Agency:	Human Services
Time Frame:	2000-2005
Objective (2000-2005):	Assist 100 persons per year
Source of Funds:	CDBG

Introduction

The purpose of this study is to investigate the effects of the proposed system on the performance of the system. The system is designed to improve the performance of the system by reducing the time taken to process the data. The system is designed to improve the performance of the system by reducing the time taken to process the data.

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Methodology

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Results and Discussion

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Conclusion

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CONSERVATION ELEMENT

ABSTRACT

Claremont recognizes its role as steward of all lands within its jurisdiction. The City intends to take an active role in the management of its natural resources for the benefit of the greater community.

AUTHORITY AND SCOPE

Government Code Section 65302(d) requires that all cities and counties shall include a conservation element as a part of the required general plan. This requirement is intended to assure that cities and counties will conduct an appraisal of the communities' natural resources and develop policies for the preservation of wise utilization of those resources.

This section identifies the intent of the City of Claremont relative to those natural resources which are within its planning jurisdiction. It includes water and its groundwater flow, woodlands, soils, natural streams, wildlife, flood control, the protection of watersheds, and the location of known mineral resources.

This section includes an introduction, an analysis of resources, a statement of policies relating to preservation and development, and a statement of standards, criteria and methods for preservation or wise use of these resources.

The scope of the conservation section very obviously reflects the regional role of open space and natural resources since it is difficult at best to relate a natural resources system that fulfills only the needs of the City of Claremont.

In general, needs are defined in two related categories – natural needs and human needs. This general plan presumes that the fulfillment of human needs is considered of primary importance. It is presumed that the realization of human needs is ultimately dependent upon the fulfillment of natural needs. Natural needs are generally understood to mean the maintenance of the "balance of nature," meaning that stage of equilibrium upon which man's existence depends.

INTRODUCTION

Conservation as a planning consideration presumes the appraisal of the natural resources within the planning region. It also presumes the development of public policies for the preservation, maintenance, and wise utilization of these resources. Claremont's planning region is composed of a variety of environmental settings and natural resources. The general plan emphasizes the prudent and efficient management of these natural resources toward the ultimate fulfillment of both natural and human needs. Through judicious use of conservation methods and procedures, the appropriate use, capacity and intensity of use can be determined. In addition, the

conservation and management of resources can affect the shape and timing of urbanization.

This chapter points out the natural resources existing in the Claremont region, identifies the rationale for conservation and management of these resources, and recommends public policies through which this can be done. It is divided into six parts. Each part will identify an element of the natural environment and describe the rationale for its conservation and management. A policy framework will then be noted for the prudent management of that resource. The six parts to be appraised are:

- (1) geology/seismology,
- (2) mines/minerals,
- (3) soils/stability,
- (4) hydrology/water quality,
- (5) vegetation/animal life,
- (6) landform/topology.

A glossary of technical terms used in this element is included in the Appendix.

GOALS

The purpose of this section is to accomplish the following major goals through policies and implementation.

IT IS THE GOAL OF THE CITY OF CLAREMONT TO ...

PRESERVE AND IMPROVE THE QUALITY OF THE PHYSICAL ENVIRONMENT SO THAT IT IS CONDUCIVE TO THE SATISFACTION OF HUMAN NEEDS FOR SAFETY, HEALTH, PRIVACY, INSPIRATION, AND BEAUTY.

MANAGE THOSE NATURAL RESOURCES AND NATURAL SETTINGS OF THE PHYSICAL ENVIRONMENT THAT COULD ADVERSELY AFFECT THE HEALTH, SAFETY, OR ECONOMIC WELFARE OF THE GENERAL POPULATION.

MANAGE THE USE AND CONSUMPTION OF THOSE NATURAL RESOURCES WHICH ARE LIMITED, IN A MANNER TO ASSURE FUTURE GENERATIONS OF A SHARE IN THE ENVIRONMENTAL WEALTH OF THE CLAREMONT AREA.

There are lands within Claremont's planning sphere which have been shown to possess characteristics not conducive to urbanization because they do not provide an acceptable margin of safety for potential residents. For at least these areas, the City should not propose or initiate an action which would lead to urbanization unless it can be shown that an acceptable level of health and safety for potential residents can be achieved without depreciating the environmental quality of existing areas.

OPEN SPACE ELEMENT

ABSTRACT

Claremont enjoys a magnificent physical setting with its hills, canyons and views. The City intends to manage and protect its natural resources in order to preserve the quality of this physical setting. This section contains four general goals and twenty-one policies designed to protect, manage, and enhance those open space resources within Claremont's jurisdiction.

AUTHORITY AND SCOPE

Government Code Section 65302(3) and 65560 et. seq. requires that all cities and counties must include an open space element as part of the general plan. This requirement is intended to assure that cities and counties recognize open-space as a limited and valuable resource, which must be conserved wherever possible.

This section identifies the intent of the City of Claremont concerning public needs for open space as defined by Section 65560 of the Government Code. These public needs are:

OPEN SPACE FOR THE PRESERVATION OF NATURAL RESOURCES including, but not limited to, areas required for the preservation of plant and animal life, including habitats for fish and wildlife species; areas required for ecological and other scientific study purposes; and streams, banks of streams, and watershed lands.

OPEN SPACE FOR THE MANAGED PRODUCTION OF RESOURCES including, but not limited to, woodlands, range land, agricultural lands and areas of economic importance for the production of food or fiber; and areas required for recharge of groundwater basins, streams, and areas containing major mineral deposits, including those in short supply.

OPEN SPACE FOR OUTDOOR RECREATION including, but not limited to, areas of outstanding scenic, historic and cultural value; areas particularly suited for park and recreation purposes, including areas which serve as links between major recreation and open-space reservations, including utility easements, and banks of streams, trails, and scenic highway corridors.

OPEN SPACE FOR PUBLIC HEALTH AND SAFETY including, but not limited to, areas which require special management or regulation because of hazardous or special conditions such as earthquake fault zones, unstable soil areas, flood plains, watersheds, areas representing high fire risks, areas required for the protection of water quality and water reservoirs and areas required for the protection and enhancement of air quality.

OPEN SPACE THAT WILL DISCOURAGE NONCONTIGUOUS DEVELOPMENT PATTERNS, which unnecessarily increase the costs of community services to community residents.

This section includes an introduction, an analysis of open-space areas, and a statement of goals and policies for open-space preservation. Government Code Section 65565 requires an action program to implement the goals and policies of this section, which is found in the implementation section of this section.

INTRODUCTION

Open space is that portion of the land which has not been built upon and which is sought to be preserved in its natural state, including land which has outstanding scenic value, land used for managed production, and specific outdoor recreational uses. With the advent of federal open-space programs it has come to refer mainly to those larger spaces coveted by developers and others seeking to utilize available land.

Open space also refers to parks and other urban areas used primarily for recreation. Open space for recreation is considered primarily in the Land Use Element of the General Plan.

Claremont's hills, canyons and view have made it a choice location in the Los Angeles metropolitan region. Environmental assets such as these can no longer be taken for granted. Amenities attract people as a magnet attracts iron. This chapter points out the need for protecting and managing certain natural resources and identifies policies through which this can be done.

Preservation of open space safeguards man from both the normal effects of nature and from the effects of shortsighted human alteration of the natural environment. The amount of land to be preserved does not depend upon the need or demand for recreational land or scenic quality. Rather, the preservation of such areas as open space depends in large part on their unsuitability for development and their importance as natural resources. These areas which are of greatest benefit if kept free of development are necessary to assure the proper functioning of the natural systems.

A total open-space system must be based upon the natural processes and resources of an area and must accommodate the basic functions of open space – protection for natural resources, provision for recreation open space, and the structuring of urban development. Both the public and private sectors of the region have a responsibility to care for the land and our natural resources.

The environment is determined by a set of existing natural resources and by man's use and misuse of those resources. Planning should emphasize that the most efficient use is made of these natural resources by determining which resources are to be consumed and which are to be reserved for today's and future populations. A pattern of urbanization will follow from this determination.

The protection of natural resources is necessary for man as well as for the natural environment. These natural resources include the following:

1. bodies of water and watercourses

2. groundwater recharge areas
3. woodlands
4. soils
5. areas of unique and endangered plants and animals and unique and endangered plant communities

Preserving these resources allows the hydrologic cycle to function without impediment. They will also preserve important ecological communities. Some natural resources have more than merely aesthetic values. They are essential to long-term human survival and the preservation of life, health, and the general public welfare. As such, the protection of these natural resources is in the public interest.

Some lands within Claremont's planning sphere are known to contain unstable soils, steep slopes, and questionable geological structure which, if developed, could rapidly erode and structurally fail leaving present and potential residents with an unacceptable margin of safety risk from fire, seismic events, and flooding. The state-given police power allows the City to regulate and control these resources for the benefit of all.

One of the primary determinants of preservation of open space is the hydrologic cycle. This is the process by which water is circulated and distributed on the surface of the land, in the soil, in the underlying aquifer, and in the atmosphere. It involves precipitation, runoff, groundwater movement, evaporation, and transpiration. The hydrologic cycle is the unifying factor of the natural resources components. Water bodies, watercourses, flood plains, and groundwater recharge areas are integrated parts of the hydrologic cycle.

A harmonious relationship should be established between the natural environment and man's use of land. It is, therefore, appropriate that natural resources should provide the initial direction for local and regional land use planning, location, design and construction of housing, roadways, utilities, and parks.

A glossary of technical terms used in this element is included in the Appendix.

GOALS

The purpose of this section is to accomplish the following major goals through policies and implementation.

IT IS THE GOAL OF THE CITY OF CLAREMONT TO

PRESERVE THE NATURAL SETTINGS OF THE PHYSICAL ENVIRONMENT FROM ACTIONS THAT COULD ADVERSELY AFFECT THE HEALTH, SAFETY, OR ECONOMIC WELFARE OF THE GENERAL POPULATION.

PRESERVE A SIGNIFICANT PORTION OF THE FOOTHILL'S NATURAL RESOURCES FOR THE ENJOYMENT OF THE GENERAL PUBLIC.

CONSIDER THE PRESERVATION OF THE ENVIRONMENTAL QUALITIES HELD DESIRABLE BY THE GENERAL POPULATION IN ALL PUBLIC FUNCTIONS, AND REGULATE FOR THE PUBLIC GOOD DEVELOPMENTS, WHICH MIGHT OTHERWISE SPOIL THESE DESIRABLE FEATURES OR RESOURCES FOREVER.

At present, there is no uniform approach to the identification or regulation of open space for preservation in either the Claremont area or the greater metropolitan area. Local agencies must communicate openly in identifying general areas of protection because the natural systems function without regard to government jurisdictions.

POLICIES

- 1. The City shall require that new development respect the natural hydrologic cycle and natural physical features of the land, in the plans for that development.**
- 2. The City shall reduce and/or prohibit from drainage channels or drainage basins, the encroachment of incompatible land uses.**

There are lands with rare or unique indigenous natural resources, which may be a last example of a land feature or endangered species of plants and animals. They provide natural laboratories for scientific research, and may also be the only areas left where the public can view and learn about certain plants and animals. Without protection, these lands could easily be lost to development. Alteration of these areas can irreparably damage the resource. In addition, many surrounding uses may not be compatible with their preservation. Identification and protection of lands containing rare, unique, or endangered plants or animals will require the efforts of State, County, and local levels of government.

- 3. The City shall identify and preserve as special protection districts those areas containing rare, unique, and/or endangered species of plants or animals.**

Organic soils, shallow soils overlying bedrock, and poorly drained soils are susceptible to erosion and present difficulties in the construction of intensive urban development such as multiple-family housing, commercial, industrial and some "cluster-housing" structures. They present problems due to their poor permeability, shrink/swell properties, compressibility, and other characteristics. An important benefit of protecting and managing the problems associated with these soils is the reduction of public cost. Construction on these soils is also expensive due to special engineering needs. Land reclamation and drainage are frequently involved.

- 4. Slopes, which because of their soil types are subject to severe erosion, should generally be maintained in their natural state. If altered, these slopes should be less subject to severe erosion as a net result.**

5. Slopes, which are geologically unstable, should remain in their natural state.
6. Slopes subject to moderate erosion should be managed to minimize erosion and slippage; management may include special design and construction methods and development of appropriate vegetation cover.
7. Land subject to impacts from unstable slopes should not be developed unless an adequate margin of safety from landslide can be assured.

Certain geological formations have structural properties, which are not conducive to safe development practices. These geological formations present problems of mass wasting or ground failure during periods of seismic events or hydrological change.

Vegetative cover natural to the environment in the Claremont area is susceptible to and adapted to wildfires. Historically, wildfires have been commonplace in the hills surrounding the valley. As urbanization intrudes into areas subject to wildfires, the general public risks to safety increase greatly. In addition, substantial public costs are mandated for the protection of such urbanization, which, without such intrusion would not be required. In addition, as intrusion of urbanization occurs into wildfire-prone areas those agencies responsible for the protection from and management of wildfires must dramatically alter the firefighting procedures. Such alternation can only reduce the overall effectiveness of these agencies and, therefore, depreciates the margin of safety to the greater public.

8. The suitability of soil and rock formations for development should be a prime basis for the type and intensity of development permitted.
9. Development in areas designated as "high" or "extreme" fire hazard should be permitted only with the inclusion or provision of measures sufficient to adequately mitigate the hazard.
10. The City shall identify and manage, for the general public welfare, those areas, which due to their physiography, are unsafe or inappropriate locations for inhabited land uses.
11. Land subject to flooding should not be urbanized.

Land needed for the managed production of resources includes prime agricultural lands and lands for mineral production. Prime agricultural lands are those lands used regularly for extensive cultivation and are found to be most suitable, based upon a soils analysis. Prime agricultural lands have soils which are nearly level, deep, and of moderate to fine texture with a high natural fertility.

The current tax structure, which places values according to the "highest" use, encourages the conversion of prime agricultural land to residential and other uses. Citrus, once a prime agricultural industry in the valley, has all but disappeared due to

urbanization, taxation, and air quality. The Claremont area has little agricultural land now.

Lands for mineral production are lands with commercially valuable mineral deposits such as sands, gravels, stone, and certain metals. They constitute a regional source of construction material, and their “close-in” location can lower some costs. Proper management of this resource can ensure that it will be available when needed and that these lands will be reclaimed so that they will be suitable for other uses, such as public open space, flood control, and groundwater recharge.

If not properly managed, valuable resources may be lost to the region through premature urbanization. Permanent urban development over these mineral deposits could eliminate them from future use. Most current planning and land use controls do not protect these resources. In addition, most surface mining excavations have been left as major scars upon the landscape. Concurrent reclamation is appropriate and is becoming more common nationwide.

- 12. The land use plan should designate all resources of regional significance and provide for temporary use of these lands until the resources are required.**
- 13. Lands containing resources of regional significance should generally not be zoned for development, which would preclude the use or accessibility of these resources.**

In a broad consideration, open space for recreation includes land used for active recreation, such as parks and playgrounds; and land used for more passive pursuits such as nature preserves, open land, and land with scenic qualities. This discussion on recreation open space deals only with the latter, leaving active recreation as a topic for other sections of the General Plan.

Open space for passive recreational use presumes that some lands will not be covered by buildings. In addition, implicit in this category is the presumption that some of the land used for passive recreation will be publicly owned. Not all land so used is intended for public ownership since some land with scenic qualities, such as the upper foothills areas unsuitable for development, is not likely to be developed.

Claremont benefits from and is affected by nearby major regional open space resources such as the Los Angeles National Forest, the San Dimas Experimental Forest, the San Bernardino National Forest, the San Antonio Wash and canyon mouth, and some of the holdings of the Claremont Colleges.

When considered together, the regional and local open space opportunities for passive recreation afforded to Claremont residents should meet the needs of the community. Prudent planning for the location and intensity of new uses and facilities will ensure that they will continue to do so.

14. The City shall coordinate with other public agencies' plans to locate, develop, and maintain open space wherever feasible.
15. The City shall assure the provision of access appropriate to public recreational lands.
16. The City shall encourage landholders to contribute land to the City for recreational open-space purposes.
17. The City shall encourage tax relief for owners of land held in permanent open space, when consistent with local and regional open space plans.
18. The City shall increase the visual and [physical means of access to streams, creeks, canyons, drainage channels, parks and other public open spaces while assuring preservation of an overall natural character. Special attention should be given to:
 - a) maintenance of an appropriate type and quality of surface for the City's trail system accommodating pedestrian, equestrian, and non-motorized vehicular traffic;
 - b) integration of various circulation systems, upgrading combinations where necessary to facilitate an appropriate level of access, pedestrian or otherwise;
 - c) landscaping, maintenance, and access consistent with the character of the land.
19. Trails and/or landscaped pathways linking significant community and neighborhood features should be established especially where joint public facilities are not achievable, or where visual or functional links between neighborhood and community facilities is impractical.

Leapfrog developments are defined as those developments, which are located beyond the urban edge and away from available sources of access, services, and utilities. Such development either exists without normal urban services or requires the extension of these services in uneconomical patterns or through undeveloped areas. This practice is known to add hidden costs for the general public. It also greatly diminishes the City's ability to properly manage its open-space resources. The City is not obligated to permit developments of this type.

Government Code Section 65561 states in part that the California legislature has found "that discouraging premature and unnecessary conversion of open space land to urban uses is a matter of public interest and will be of benefit to urban dwellers because it will discourage noncontiguous development patterns which unnecessarily increase the costs of community services to community residents." Noncontiguous or leapfrog developments are, therefore, a statewide concern.

20. The City shall ensure that undeveloped land within the City's jurisdiction is controlled and managed in such a manner that allowable land uses on or adjacent to them do not cause unnecessary economic ramifications which must then be alleviated by the expenditure of public funds.
21. All new developments should occur only on lands contiguous to existing developments or developments that have already been approved but not built.

CONSERVATION ELEMENT

ABSTRACT

Claremont recognizes its role as steward of all lands within its jurisdiction. The City intends to take an active role in the management of its natural resources for the benefit of the greater community.

AUTHORITY AND SCOPE

Government Code Section 65302(d) requires that all cities and counties shall include a conservation element as a part of the required general plan. This requirement is intended to assure that cities and counties will conduct an appraisal of the communities' natural resources and develop policies for the preservation of wise utilization of those resources.

This section identifies the intent of the City of Claremont relative to those natural resources which are within its planning jurisdiction. It includes water and its groundwater flow, woodlands, soils, natural streams, wildlife, flood control, the protection of watersheds, and the location of known mineral resources.

This section includes an introduction, an analysis of resources, a statement of policies relating to preservation and development, and a statement of standards, criteria and methods for preservation or wise use of these resources.

The scope of the conservation section very obviously reflects the regional role of open space and natural resources since it is difficult at best to relate a natural resources system that fulfills only the needs of the City of Claremont.

In general, needs are defined in two related categories – natural needs and human needs. This general plan presumes that the fulfillment of human needs is considered of primary importance. It is presumed that the realization of human needs is ultimately dependent upon the fulfillment of natural needs. Natural needs are generally understood to mean the maintenance of the "balance of nature," meaning that stage of equilibrium upon which man's existence depends.

INTRODUCTION

Conservation as a planning consideration presumes the appraisal of the natural resources within the planning region. It also presumes the development of public policies for the preservation, maintenance, and wise utilization of these resources. Claremont's planning region is composed of a variety of environmental settings and natural resources. The general plan emphasizes the prudent and efficient management of these natural resources toward the ultimate fulfillment of both natural and human needs. Through judicious use of conservation methods and procedures, the appropriate use, capacity and intensity of use can be determined. In addition, the

conservation and management of resources can affect the shape and timing of urbanization.

This chapter points out the natural resources existing in the Claremont region, identifies the rationale for conservation and management of these resources, and recommends public policies through which this can be done. It is divided into six parts. Each part will identify an element of the natural environment and describe the rationale for its conservation and management. A policy framework will then be noted for the prudent management of that resource. The six parts to be appraised are:

- (1) geology/seismology,
- (2) mines/minerals,
- (3) soils/stability,
- (4) hydrology/water quality,
- (5) vegetation/animal life,
- (6) landform/topology.

A glossary of technical terms used in this element is included in the Appendix.

GOALS

The purpose of this section is to accomplish the following major goals through policies and implementation.

IT IS THE GOAL OF THE CITY OF CLAREMONT TO ...

PRESERVE AND IMPROVE THE QUALITY OF THE PHYSICAL ENVIRONMENT SO THAT IT IS CONDUCIVE TO THE SATISFACTION OF HUMAN NEEDS FOR SAFETY, HEALTH, PRIVACY, INSPIRATION, AND BEAUTY.

MANAGE THOSE NATURAL RESOURCES AND NATURAL SETTINGS OF THE PHYSICAL ENVIRONMENT THAT COULD ADVERSELY AFFECT THE HEALTH, SAFETY, OR ECONOMIC WELFARE OF THE GENERAL POPULATION.

MANAGE THE USE AND CONSUMPTION OF THOSE NATURAL RESOURCES WHICH ARE LIMITED, IN A MANNER TO ASSURE FUTURE GENERATIONS OF A SHARE IN THE ENVIRONMENTAL WEALTH OF THE CLAREMONT AREA.

There are lands within Claremont's planning sphere which have been shown to possess characteristics not conducive to urbanization because they do not provide an acceptable margin of safety for potential residents. For at least these areas, the City should not propose or initiate an action which would lead to urbanization unless it can be shown that an acceptable level of health and safety for potential residents can be achieved without depreciating the environmental quality of existing areas.

There are within Claremont's planning sphere lands designated as significant ecologically in a regional sense. Once having identified an area of significance, the City should attempt to preserve and manage it for the benefit of existing and future generations.

Conservation, as used in this guide, presumes preservation of some natural resources to avoid unintentional depletion.

A serious attempt at an identification of the natural environment in an ecological context has been completed as part of Claremont's planning program. The hydrologic cycle currently existing in the urbanized portions of Claremont's planning sphere has been shown to create a delicate balance which may easily and unintentionally be altered to the detriment of many, if not all, people living within the City's jurisdiction.

Because it is important to respect the natural processes and forces of nature, we should look to the characteristics of the environment to provide an initial direction in management of the natural resources within Claremont's jurisdiction. Before approval of urbanization over any no-urbanized land, it is necessary, therefore, to assess the impact of that urbanization upon the natural processes of the environment and upon the ecology of the specific area. New urbanization must not depreciate the existing environmental quality of any significant degree.

POLICIES FOR THE CONSERVATION OF NATURAL RESOURCES

- 1. The City shall manage and zone land that is unsuitable for development to reflect its land suitability.**
- 2. Areas containing rare and/or endangered species of plants or animals should be identified and maintained as special protection areas.**
- 3. The City shall establish and maintain conservation areas for wildlife management and for educational and scientific purposes.**
- 4. The City shall encourage educational institutions and other organizations to acquire, manage, and operate conservation sites as a part of their educational programs.**
- 5. The City shall identify and preserve historic and archaeological sites and their environmental setting, and restore facilities where such action can substantially enhance appreciation and understanding.**
- 6. The form of strong natural elements that provide orientation and beauty, such as canyon basin natural growth and ridge liens, should be preserved and emphasized.**

EGEOLOGY/SEISMOLOGY

The majority of the foothills area and adjacent National Forest is composed of mesozoic granitic rocks interspersed with a complex formation of igneous and metamorphic rocks. A small inclusion of miocene volcanic rocks consisting of basaltic and andesitic conglomerate occurs along the southern portion of the National Forest boundary. The entire range is characterized by deep, v-shaped canyons, steep side slopes and sharp crested ridge lines. Steep side slopes that result from down cutting are quickly eroded by gravitational forces (dry creep). Dry creep provides the majority of soil and rock materials which are carried by mountain streams to be deposited below as alluvium on the valley floor.

The alluvial fan which forms most of the land within the City reacts predictably during periods of water saturation and seismic related activity. Land within the foothills in the northern portion of the City's planning area contains bedrock of varied structural properties. Much of the land lying in the foothills has experienced extensive landslide and mass-wasting activity in the past. Portions of the foothills contain geological settings consisting of micaceous granite; decomposed granite, fissured granite; and granite with lenses of crushed rock caused by seismic activity. While no active faults have been located in the planning sphere, severe to moderate ground motion can be expected if one of the major faults in the region were to experience significant seismic activity.

The City must carefully consider the physical safety of potential residents within the foothills prior to approval of any development within this area.

MINES/MINERALS

Claremont has mineral deposits that were classified in 1984 by California Division of Mine and Geology (CDMG) as meeting basic geologic criteria as potential resources of construction aggregate (sand and gravel). During the classification process, the land area in Claremont that is formed by the San Antonio Creek fan was classified as a Mineral Resource Zone-2 (MRZ-2). Areas classified as MRZ-2 were areas where adequate information indicated that significant mineral deposits were present or there was a high likelihood for their presence. Land located in the Claremont Mesa area, the foothills and in the mesa area near the Santa Ana Botanic Gardens were classified as MRZ-3 also contained miner deposits, but the significance of the deposits could not be evaluated from available date. The MRZ classification areas for Claremont are shown in the MRZ Classification Map of Claremont, Figure 3A.

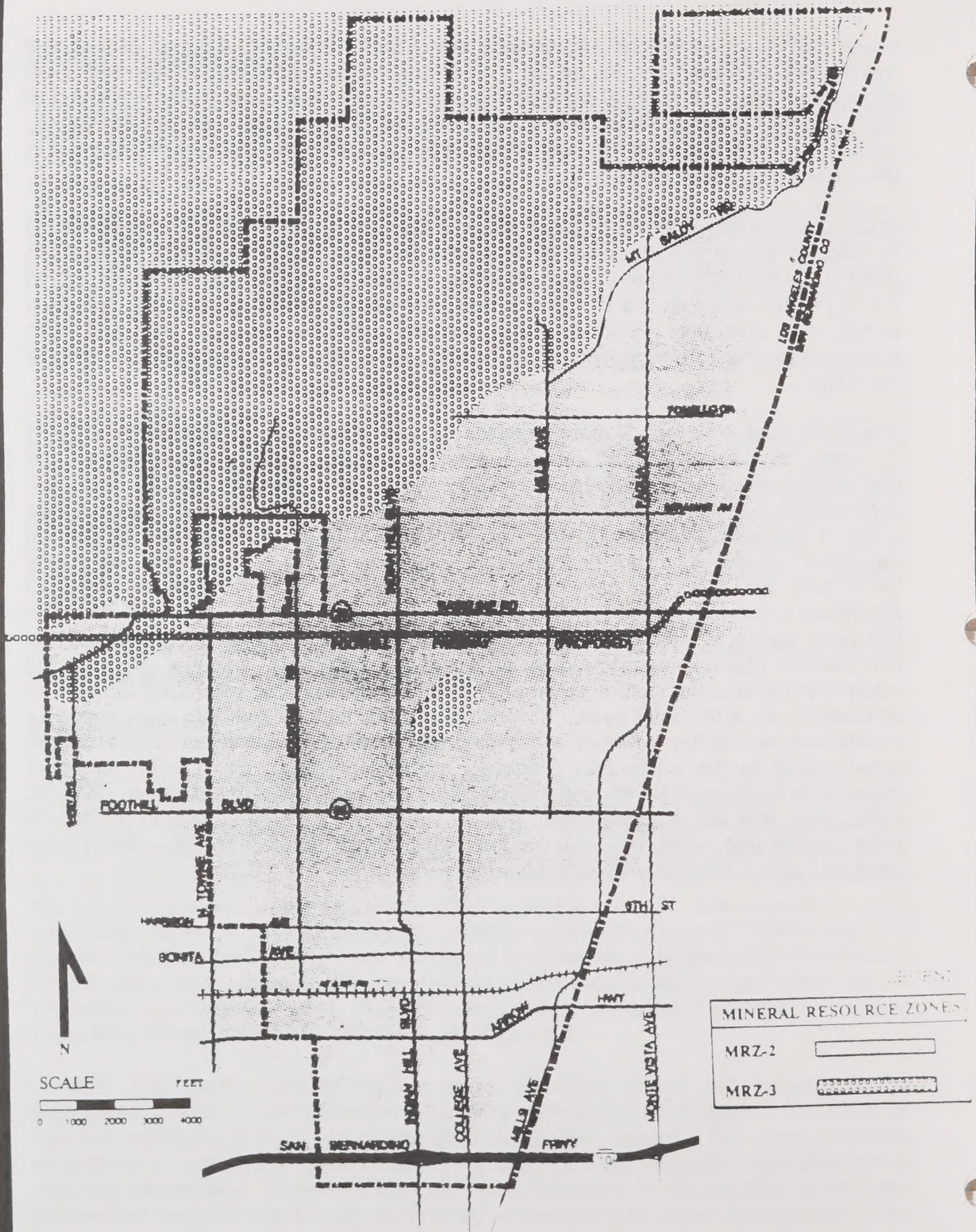
In 1987, following the classification process, the State Mining and Geology Board designated specific areas in Claremont as "areas of regional significance." The areas of regional significance were areas identified as having deposits that were of prime importance in meeting the future needs of the region and that remained available from a land use perspective. Much of Claremont is not available for mining from a land use perspective because it is already covered by or committed to urban development. The

designated areas of regional significance are shown in the map of Areas of Regional Significance in Claremont, Figure 3B. When the City considers land uses that could affect these areas of regional significance, the Surface Mining and Reclamation Act of 1975 (SMARA), Public Resources Code Sections 2710 et seq., requires the City to consider the importance of the mineral deposits, not just to the local community, but to the market region as a whole.

In Claremont much of the land that is within designated areas of regional significance is included in the extensive landholdings of the Pomona Valley Protective Association (PVPA), primarily along the eastern boundary of the City, north of Base Line Road. In the City's land use plan this PVPA land has been designated as open space. As open space, the aggregate deposits are preserved and the land is protected from incompatible urban development which would prevent access to aggregate deposits in the future.

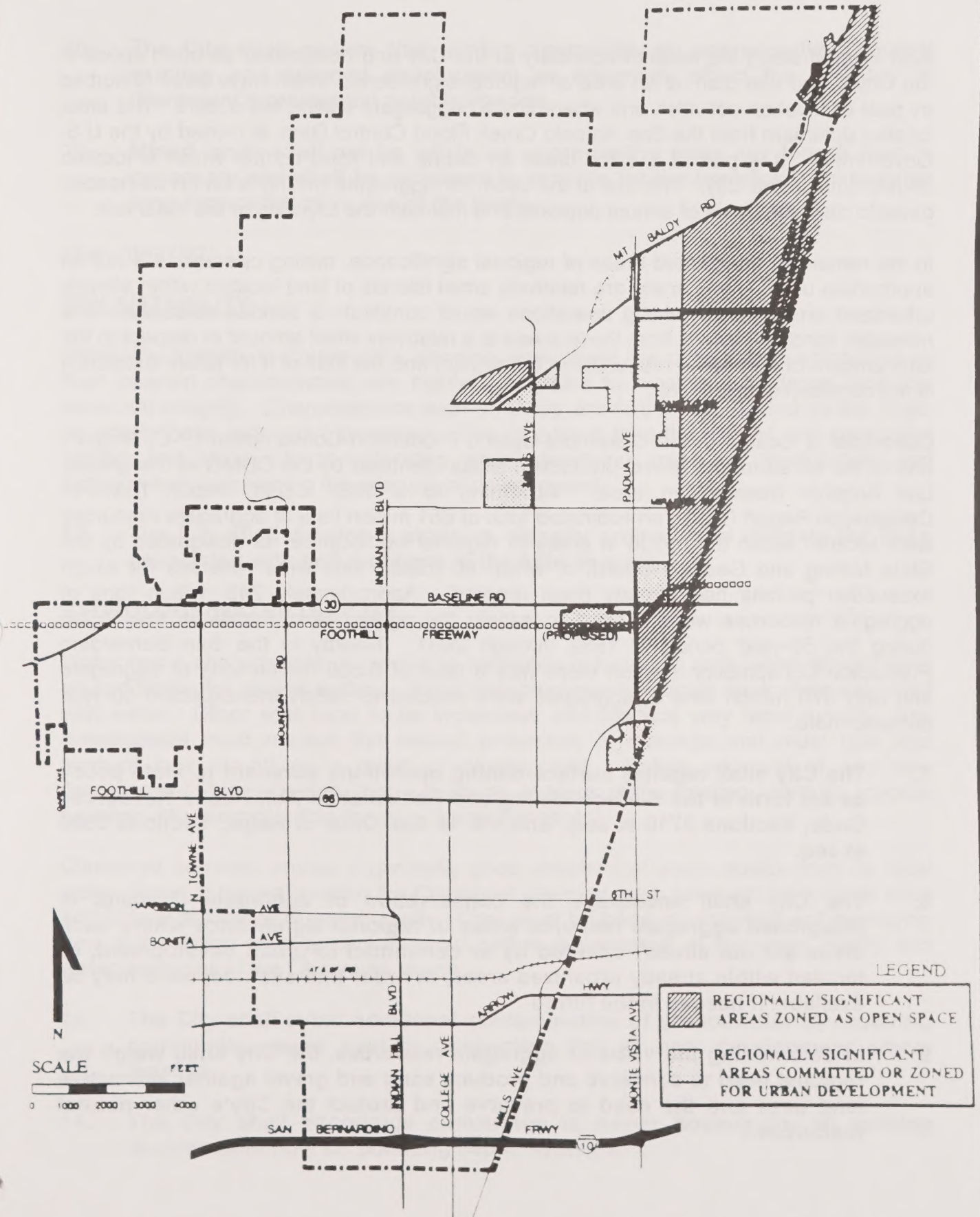
The PVPA land in its natural state, however, is very valuable to the community in that it is used for watershed and water spreading/drainage uses, contributes to the preservation of the natural aspects of the City, and helps to separate the City from other communities. It is also an important ecological area in that it contains coastal sage scrub, a specialized habitat, of which in Southern California an estimated 90 percent has been lost due to urban development. Because of the unique biotic community found here the area was designated by the County of Los Angeles as part of a Significant Ecological Area (SEA-#26). Before any permit can be issued for mining of this open space, it will be important to demonstrate that mining operations will not diminish the importance of this open space to the community and that all significant adverse impacts to this natural environment can be prevented or minimized to the level consistent with community goals. It will also be essential that sufficient open space be maintained as a buffer between any mining operations and existing or planned urban development in the community, because mining operations can create significant impacts on the general health and welfare of the community in terms of noise, vibration, traffic, dust, and visual appearance. This open space will be necessary to protect the public health and safety from the hazards which could result from the excavation of sand and gravel deposits without such buffer zone.

FIGURE 3A



MRZ CLASSIFICATION MAP OF CLAREMONT

FIGURE 3B



AREAS OF REGIONAL SIGNIFICANCE IN CLAREMONT

Also located along the eastern boundary of the City and designated as open space in the City's land use plan, is an area of regional significance which have been disturbed by past excavation activities and where limited aggregate mining still occurs. The area, located upstream from the San Antonio Creek Flood Control Dam, is owned by the U.S. Government. It is part of a catch basin for debris and flood control which is located largely outside the City. The use of the basin for aggregate mining is on an as-needed basis to clear the basin of annual deposits and maintain the capacity of the reservoir.

In the remaining designated areas of regional significance, mining operations is not an appropriate use. These areas are relatively small islands of land located within already urbanized areas where mining operations would constitute a serious nuisance. The mineable sand and gravel from these areas is a relatively small amount in respect to the total amount of aggregate resources in the region, and the loss of it for future extraction is not considered significant.

Claremont is located in the Claremont-Upland Production-Consumption (P-C) Region, one of the six sand and gravel production areas identified by the CDMG in the greater Los Angeles metropolitan area. According to a 1987 CDMG report (SMARA Designation Report No. 5), an estimated total of 651 million tons of aggregate resources were located within the region in areas of regional significance, as designated by the State Mining and Geology Board, of which 60 million tons were reserves for which excavation permits had already been granted. Approximately 245 million tons of aggregate resources were needed to satisfy the aggregate demands in the region during the 50-year period of 1982 through 2031. Nearby in the San Bernardino Production-Consumption Region there was a total of 6,888 million tons of aggregate and only 470 million tons of aggregate were needed to satisfy the expected 50-year demand there.

7. **The City shall regulate surface mining operations pursuant to state policy as set forth in the Surface Mining and Reclamation Act, Public Resources Code, Sections 2710 et seq., and the 14 Cal. Code of Regs., Sections 3500 et seq.**
8. **The City shall encourage the conservation of aggregate deposits in designated aggregate resource areas of regional significance where such areas are not already covered by or committed to urban development, or located within already urbanized areas, in order that such deposits may be available if needed in the future.**
9. **In determining the value of aggregate resources, the City shall weigh the regional need to conserve and produce sand and gravel against alternative land uses and the need to preserve and protect the City's other natural resources.**

10. The City shall ensure that mining operations do not negatively impact existing and planned development or adversely affect the livability of Claremont's residential neighborhoods.
11. Mined lands shall not be left in an unproductive state any longer than is necessary and shall be reclaimed to provide for the beneficial, sustainable long-term productive use of the lands.

(Rev. 10/27/92)

SOILS/STABILITY

Within the foothills in Claremont's planning area, there are certain soils which, due to their inherent characteristics, are highly susceptible to erosion, subsidence, and low structural integrity. Characteristics such as these are further aggravated as the slope on which these soils exist increases. The City must take the type of soil, geological setting, and slope into consideration when identifying areas for development and further, when determining the intensity of development.

12. The City shall develop a slope vs. density ordinance to mitigate the risks associated with soil problems in the hillside areas.

HYDROLOGY/WATER QUALITY

Water has a characteristic of producing tremendous hydraulic force when flowing both on and below the ground surface. Some soils become structurally weak when saturated with water. Other soils tend to be impervious and produce very rapid run-off. Any development must respect the natural processes of drainage and must take into account new run-off as a result of development. Before approval of any new development, it is necessary that a thorough analysis of the existing hydraulic process be taken into account within the development proposal.

Claremont currently enjoys a generally good standard of water quality from its local wells. Some of the wells within the Claremont planning area, however, fail to meet state and federal standards of water quality. Care must be taken in regulating and managing new and existing development to avoid further depreciation of the water quality and water resources of the Claremont region.

13. The City shall avoid additional contamination of groundwater by requiring community sewer system connection for all new development where feasible.
14. The City shall encourage conversion to sewer hookup for all existing development now on polluting septic systems.

15. **The City shall develop stringent site criteria for any construction in flood prone areas and prohibit construction if these criteria cannot be met.**

LANDFORM/TOPOGRAPHY

The fact that a small change in one facet of the environment may cause significant change elsewhere is nowhere more apparent than in the foothills and adjacent areas. The San Gabriel Mountains themselves constitute an area as intensively faulted and fractured as any region on earth.

Three major faults cut through the Angeles National Forest. There are thousands of small slip faces and compression cracks formed in the foothills. One cannot now find one square mile without numerous small planes of slippage and fracture. Several considerations for planning are, therefore, apparent. Seismic activity unrelated to the Claremont area may cause massive change in the foothills due to mass wasting. High water flows upstream may cause artesian wells to erupt in sometimes predictable locations. As the slope of the canyon areas increases, the incidence of dry creep increases which, if altered by development-related activity could significantly shift a drainage basin or channel.

16. **The City shall assure that the type and intensity of land use shall be consistent with the greater public needs while considering overall public safety risks and potential general public subsidy.**

VEGETATION/ANIMAL LIFE

The San Antonio Canyon Mouth provides the best remaining example of wash vegetation in the whole of Los Angeles County. This area lies downstream from the San Antonio Dam. It has been separated from the surface water supply by flood-control measures. This ecological area extends into the alluvial fan adjacent to the wash itself. The area is characterized by a dry form of Coastal Sage Scrub that has become adapted to a coarse substrate that often shifts during peak run-off. Many of the plants that occur here are desert forms that do not occur elsewhere in the Los Angeles basin.

17. **The City shall conserve the resources in the San Antonio Canyon Mouth which are found to be significant.**

SEISMIC SAFETY ELEMENT

ABSTRACT

Claremont recognizes that protection of the community health and safety from seismically related hazards is its responsibility. The City also recognizes that a hazard-free environment simply will never exist. Through two goals and eleven policies, the minimum controls necessary to protect the public with an adequate margin of safety are suggested.

AUTHORITY AND SCOPE

Government Code Section 65302(f) requires that all cities and counties shall include a seismic safety element as a part of the required general plan. This element will consist of an appraisal of seismic hazards such as susceptibility to surface ruptures from faulting, ground shaking or ground failures.

The seismic safety element shall also include an appraisal of mudslides, landslides, and slope stability as necessary geologic hazards that must be considered simultaneously with other hazards.

This section identifies the intent of the City of Claremont relative to the hazards associated with seismic events as noted above. This section includes an introduction, a discussion of seismic risk, building code requirements, legal issues, economic and social implications, geological hazards, disaster planning, and structural hazards. Policies for the recognition of seismic and seismically related hazards are noted.

INTRODUCTION

This section on seismic safety is intended to identify and appraise seismic hazards which are a potential threat to the public. It contains goals and policies which will serve as guidelines for an implementation program seeking to minimize those potential hazards. The policies contained in this section consider potential injuries and loss of life and damage to property, as well as economic and social disruption. The task of addressing seismic hazards is complicated by the fact that earthquakes and their effects are unpredictable and infrequent.

Claremont's seismological position is similar to that of many other Southern California communities, particularly those in Los Angeles County to the south of the San Gabriel Mountains. Claremont has similar geologic conditions, has had a limited history of seismic disturbance on its local faults, and lies within close proximity to the major known faults such as the San Andreas and San Jacinto faults. These faults present a threat of a major earthquake to Southern California communities. The geotechnical data submitted to the City indicates the following areas of consideration:

- A. Severe and intense ground shaking resulting from a large earthquake on the San Andreas or the San Jacinto fault systems.
- B. A moderate to large earthquake on the frontal fault system along an east-west zone at the southern edge of the San Gabriel Mountains. If the earthquake occurs outside the City, the effect would be similar to a major event on the San Andreas system. If the event occurs within or near the City, shaking could be accompanied by ground rupture.
- C. Renewed activity on one or more of the three noted faults within the City or activity on other now unrecognized faults within the City, which have the potential for both ground shaking and ground rupture.
- D. The existence of landslide and debris flows in the hillsides due to minor to major failure is likely in strong earthquake shaking, especially if the ground is water saturated.

In addition to these potentially hazardous geologic conditions, this section is also concerned with structures which are potentially hazardous in the event of a significant seismic disturbance. A preliminary survey attempting to identify potentially hazardous structures has been completed by the City, with the assistance of Los Angeles County, to serve as a basis for assessing the extend of this potential hazard.

GOALS

The purpose of this section is to accomplish the following major goals through policies and implementation.

IT IS THE GOAL OF THE CITY OF CLAREMONT TO ...

ACHIEVE AN ACCEPTABLE MARGIN OF SAFETY FROM THE EFFECTS OF ANTICIPATED MAJOR EVENTS.

ASSURE THAT NEW AVOIDABLE RISKS TO PUBLIC SAFETY FROM SEISMIC EVENTS ARE AVOIDED.

SEISMIC RISK

In formulating policies that pertain to potential seismic hazards, many factors must be considered. These factors include the amount and quality of the geotechnical data available, an evaluation of the degree of risk which is acceptable to the City, the limitations that can and/or should be placed on future development, and the economic and social implications which these limitations might have. The best data available indicate that the community as a whole faces virtually the same degree of hazard from an earthquake with the exception of the hillsides, which face the additional hazard of landslide and debris flows.

While it is generally agreed that Claremont has three local faults, a lack of agreement exists regarding the amount of activity that has occurred on these faults. Evidence currently indicates that no movement has occurred for at least 11,000 years. There is also lack of consensus on the precise location of the faults due to the fact that they are located beneath a thick alluvial deposit. Their location has been established primarily through the study of ground-water barrier data. In addition, the location of any surface rupture associated with movement on these faults will not necessarily occur along the fault lines on the geotechnical map. Risks associated with local faults are less significant than the threat of an earthquake caused by known active faults that are some distance from the City.

The policies set forth in this section are an attempt to develop the appropriate planning response to potential seismic hazard. A hazard-free environment does not exist. The potential threat of earthquakes is clear to Southern California residents. Natural and man-made hazards of varying types and degrees are always present. Whether or not a risk is acceptable depends upon the nature of the risk. For something like seismic risk, which is not voluntary, government agencies should try to reduce the risk to the public at large. State guidelines for the preparation of the seismic safety element require government agencies to specify the level or nature of acceptable risk to life and/or property.

A risk analysis for land use planning should include an evaluation of the general geology and seismology of the area, the geological characteristics of the specific site, and use of the land, and the specifications of the particular structure proposed. The analysis should ascertain the risk to human life and property, as well as the potential for social and economic disruption. Ideally, each of these categories should be quantified. Unfortunately, the state of the art in the fields of geology, seismology, and engineering is not so advanced that it is possible to arrive at an accurate and specific figure that represents the total risk.

BUILDING CODE REQUIREMENTS

Post-earthquake investigations have revealed a significant relationship between building code requirements and the risk of personal injury and/or property damage. Since 1933, when seismic design was first incorporated into the building code, knowledge in this area has steadily been improved and refined. The most significant changes have been in the area of designing structures to withstand earthquake forces. Further improvements are yet forthcoming, particularly in the area of determining the dynamic response to buildings.

The City encourages study aimed at improving the present state of earthquake technology with regard to building design.

1. The City shall adopt amendments to the Los Angeles County Building code which will implement the policies stated in this section and which will further reduce earthquake-generated hazards associated with structures.

LEGAL ISSUES

Legal issues have been considered in the drafting of the policy statements contained in this section. To be upheld in court, any land use regulation must be reasonable both on its face and as applied to a particular situation. The reason for regulating potential seismic hazard areas is to minimize the threat of danger to public health and safety. Public health and safety includes the prevention of dangerous conditions on one property from affecting another and the reduction of risks to the individual. While there is little legal precedent in the area of seismic hazard regulation, it is felt that Claremont's policies are within the proper scope of legislative action, are an appropriate means of achieving the goal of reducing seismic risk, and are reasonable in the light of the technical information available.

SOCIAL/ECONOMIC IMPLICATIONS

The economic and social implications of the policies are difficult to assess in that they, like the concept of risk, are not easily subject to quantification. The policies for minimizing seismic hazards are intended to strike a balance between additional burdens placed upon the property owner and those placed upon the community as a whole.

It is acknowledged that reducing seismic risk may result in higher development costs. These costs may come in varying forms such as additional reports prepared by specialists, lower densities or more demanding building requirements. For communities that are still growing, the protection of new development is the best way to reduce risk. Cities which have a larger concentration of older buildings should concentrate on reducing the known existing risks. Claremont is in the position of having to consider the impact that its policies have on both new developments and existing pre-1933 structures.

The following policies are intended to achieve an acceptable margin of safety from seismic hazards.

GEOLOGIC AND SEISMIC HAZARDS

Risk management areas shall be established so that the City may make a more informed evaluation of the development potential of the property within these areas. The following risk management areas are created:

- A. A Landslide Hazard Management Area incorporating all of the hillsides within Claremont's planning jurisdiction.

2. The City shall require that all proposals for development within the Landslide Hazard Management Area shall submit to the City for review and approval a review of potential hazards that might exist if the project proceeds.
3. The suitability of soil and/or rock formations for development should be the prime basis for deciding on the type and intensity of development permitted.
4. The City shall restrict development in identifiable hazardous areas.
- B. An Earthquake Hazard Management Area including all land in the City.
5. The City shall require that projects to develop a major facility within the Earthquake Management Area, such as critical public buildings, critical utility structures, and high-occupancy or high-rise (over three stories or 40 feet) uses, shall submit a design analysis as well as soils, geologic, and seismic reports to the City to indicate that an undue hazard does not exist or would not result from construction on the property. These technical reports shall also address any potential or known problems relating to ground water hazards either from known cienegas or other areas that have experienced surface water flow.

The City should attempt to establish an agreement with the appropriate County departments for them to require design analysis, soils, geologic, and seismic reports for the property within the Management Areas that is located in the unincorporated area, and to adopt similar development policies.

DISASTER PLANNING

For a community as fully developed as Claremont, one of the most significant aspects of seismic hazard which can be adequately planned in advance is a coordinated disaster plan involving all governmental and non-governmental agencies with the capacity to save lives and minimize damage.

6. The City shall develop a disaster plan coordinated with the surrounding cities, the Counties, the State, and the Federal government, to the greatest extent possible.

The City shall periodically review the current disaster plan, evaluate its adequacy with regard to potential seismic hazards, and revise the plan as necessary. This review shall be conducted in close cooperation with the utility companies to ensure that the possibility of earth movement shall be considered in the design and installation of utilities throughout the City.

7. **Disaster planning by the City shall include a thorough review of the City's communication system.**

STRUCTURAL HAZARDS

One of the most difficult policy decisions to be made in the area of reducing the risk of seismic hazard has to do with the abatement of structural hazards in private buildings. Ground shaking is considered to be the most probable factor in terms of potential building damage and life loss within the City. The failure of unreinforced masonry, parapets, other types of ornamentation, ceilings, and roofs causes the most serious damage. This particular hazard cannot be avoided through land use control, but rather must be dealt with through the adoption and enforcement of appropriate building code provisions and through the abatement of existing hazards.

There are many economic and social implications that must be considered. The risks of loss of life and property damage must be weighed against the possible effects of economic deterioration.

8. **The City shall ensure that those buildings which are determined to be extremely likely to lead to loss of life in an earthquake should be made structurally safe at the earliest possible date.**
9. **The City shall develop an equitable hazard abatement program for those structures which are determined to be structurally hazardous by State licensed experts.**
10. **The City's abatement program shall consist of alternative approaches to mitigating hazards including various degrees of rehabilitation, possible changes of use or occupancy, and, in the most extreme situations, condemnation.**

Following a disaster, public buildings have an important function that may not necessarily be related to their normal use. Often they can serve as refuge areas, as rallying points and as distribution centers for emergency supplies. Certain facilities, such as City Hall, police and fire stations, contain the vital governmental functions necessary to coordinate disaster relief activities. Fire hazard is extremely important in earthquakes. In order to make men and equipment available for fighting fires and helping in other emergencies after an earthquake, sound facilities must be available.

11. **The City shall prepare and maintain a list of public buildings which could support identified emergency functions in event of a disaster.**

SAFETY ELEMENT

ABSTRACT

Some environmental risks are unavoidable. If development is permitted by Claremont, however, an acceptable margin of public safety should be maintained. Two goals and twenty-six policies suggest significant, affirmative actions to be taken by the City in assuring public safety and acceptable risk.

AUTHORITY AND SCOPE

Government Code Section 65302.1 requires that all cities and counties shall include a safety element as part of the general plan. This requirement is intended to assure that local agencies will consider the protection of the community from fires and geologic hazards including features necessary for such protection as evacuation routes, peak load water supply requirements, minimum roadway widths, clearances around structures, and geologic hazard mapping in areas of known geologic hazard. The object of this requirement is to introduce safety considerations into the planning process in order to reduce loss of life, injuries, damage to property, and economic and social dislocations resulting from fire and geologic disturbances.

This section contains an introduction, a statement of goals, a discussion of issues relating to fire, geologic hazard, landslide hazard, flood hazard, defensible space, and emergency preparedness.

A set of policy statements relating to the protection of public health and safety will be identified. Methods for implementation of this section will be noted.

INTRODUCTION

This section on public safety introduces safety considerations in the planning process by identifying major safety hazards, specifying the level of acceptable risk, and establishing policies to reduce these hazards.

Although a hazard-free environment will next exist, an important initial step is to determine a level of acceptable risk. Risk is defined as the possibility of loss or injury over some period of time. The Government Code stipulates acceptable risk as "the level of risk below which no specific action by local government is deemed to be necessary to protect life and property." Although it is difficult to quantify the level of risk for geologic and flood hazards (as indicated in the seismic safety section), it is the City's responsibility and desire to provide a safe environment for its residents. This section will provide policies and methods of implementation for mitigating the consequences of known hazards to acceptable risk.

GOALS

The purpose of this section is to accomplish the following major goals through policies and implementation.

IT IS THE GOAL OF THE CITY OF CLAREMONT TO ...

REDUCE TO AN ACCEPTABLE LEVEL THE RISK OF INJURY, LOSS OF LIFE, AND DAMAGE TO PROPERTY RESULTING FROM NATURAL AND MAN-MADE DISASTERS.

REDUCE OR AVOID ADVERSE ECONOMIC AND ENVIRONMENTAL CONDITIONS RESULTING FROM DEVELOPMENT.

FIRE HAZARDS

Fire hazards are generally divided into two separate but related groups – urban fires and brush or wildland fires.

The urban portion of the City of Claremont is now developed in a relatively low-density pattern with few multi-story buildings outside of the college area. In addition, modern buildings and fire codes have been used to assure safe construction in most of the existing residential and commercial structures.

Convalescent and retirement centers present an abnormal hazard in the form of life safety requiring special provisions for early detection and warning, quick evacuation, and immediate fire suppression. Those facilities are occupied by some residents with physical disabilities which inhibit their response to a crisis and require more aid or guidance during an emergency.

Assembly buildings, such as churches, schools, theaters, and certain college facilities, are also of major concern in relation to the hazard to life from fire. A large concentration of persons with the coincidence of fire could result in a panic response which ultimately may cause more injuries and loss than the initiating event. The disaster potential in assembly buildings may be increased by lack of familiarity with the surroundings and exit routes, loss of orientation, and difficulty of access for emergency equipment.

Because of Southern California's unique climatological and botanical environment, the foothills and the adjacent property have been naturally susceptible to wildfire. Wildfires are a natural and inevitable function of nature. Any wildfire poses a threat to loss or damage of property and life. The intrusion of the human element by vehicular or recreational access into the foothill area, especially during the hot, dry summer months, increases the potential for brushfires. Development of the foothill area can increase fire hazards as a result of insufficient local control over development. Highly combustible building materials, siting of buildings, lack of water supply for fire protection, inadequate egress for evacuation, and a lengthy response time due to inconvenient location of fire

stations are but a few of the concerns associated with development. Another serious concern related to brushfires is post-fire hazards such as erosion, mudslides, and floods. Further, the fire suppression policies currently used by the Forest Service may actually increase the intensity of a wildfire when one does occur because of the increase of fuel available.

The City presently uses the Los Angeles County Fire Department for fire protection on a contractual basis. Because of the structural inadequacy of the Village station, it has been relocated. The existing facilities enable the Fire Department to respond to a fire in any developed area of the City within four minutes from receipt of alarm.

Because of various prevention activities by the Fire Department and a fairly informed public, Claremont's fire losses have been consistently below the regional and state averages. These prevention activities include an inspection of all commercial and industrial structures on a continuing basis and a recently completed detailed inspection of the college buildings. In addition, the Fire Department has completed an exterior survey of all residential structures, which includes an evaluation of fire hazards, distribution of emergency procedures handbook and an offer to the resident for an interior safety survey of the house. Abatement of fire hazards has been initiated.

The Building code has been amended to divide the City into three fire zones, each with specific fire-resistant requirements. Presently the requirements of Fire Zone 4, the limited urbanization, and adequate water supply and access provide sufficient means for controlling fires in the Claremont foothills. Further northerly development in the foothills will require an alternative means of access and a secondary gravity source of water for fire protection capable of adequately supplying the emergency needs of the area.

Areas of significant risk which cannot physically or economically be properly protected from an unacceptable level of safety hazard should not be areas where intensive use or relatively high densities of population are permitted.

1. The City shall restrict development in identifiable hazardous areas.

Fire is an especially hazardous threat in the hillside areas due to the critical dryness of California summers. Improper development techniques and standards may result in hazardous conditions far above the minimum level of acceptable risk.

2. Development in areas designated as "high" or "extreme" fire hazard should be permitted only with the inclusion or provision of measures sufficient to adequately mitigate the hazard.

3. The City shall restrict vehicular and recreational use of the undeveloped foothill area during critically hazardous periods.

4. The City shall establish minimum standards for water supply and access for fire-fighting equipment.

Fire hazards can be reduced by effective legislation and enforcement.

5. The City shall continue to evaluate and strengthen existing fire codes and ordinances pertaining to fire hazards, particularly with regard to large structures.
6. The City shall continue to reduce fire hazards associated with existing buildings by inspection and code enforcement.

Technical advances in the area of fire management can provide additional safety measures to the public.

7. The City shall encourage continued research in the field of fire management.
8. The City shall cooperate with and share information among the various jurisdictions and agencies involved in fire protection.
9. The City shall develop a Master Plan for fire protection which includes methods for hazard reduction, optimal fire station location based upon response time and the provision for adequate fire suppression in order to maximize the fire-protection capability for the entire community.
10. The City shall continue to disseminate information relating to fire-preventive measures and citizen response to emergency situations with the understanding that an informed public can greatly aid in the reduction of fire losses.
11. The City shall require a secondary means of emergency ingress and egress for all developments and shall limit the length of cul-de-sacs. To ensure the safety of foothill residents, the City shall require an additional means of access and a secondary source of gravity water supply for fire-fighting purposes prior to any additional development of the hillsides.
12. The City shall continue its identification and inspection of all buildings and vacant lands which are in violation of the Claremont City Codes and shall require the prompt abatement of identified hazards in order to ensure that safety is maintained within Code requirements.
13. The City shall continue to review and amend, if necessary, Building and Fire Codes with respect to safety considerations including the following:
 - a) Fire restrictive exterior with emphasis on roofing and siding.

- b) **Automatic fire control and safety systems for high-rise buildings and other buildings whose size makes control of fire difficult.**
- c) **The degree of brush clearance required.**
- d) **Siting of buildings in Fire Zone 4 to ensure no building being in the direct path of excessive heat rising by convection from a downhill fire.**

GEOLOGICALLY RELATED HAZARDS

The primary non-seismic geologic hazards in the Claremont planning area are slope instability and erosion, both of which are predominant in the foothill areas. Slope instability usually results from a combination of surface and sub-surface waters, the geologic structure and rock types of the area, and the topography. Slope failures such as landslides, rockslides and mudflows are much more likely to occur in areas with moderate to steep slopes.

Land erosion is the process by which soil or rock materials are loosened and moved from place to place by action of water, wind, and gravity. Erosion activity is usually accelerated by the steepness of the slopes. Although losses due to erosion activity are difficult to separate from those associated with landslides and flooding, the major costs of erosion activity are usually in removing sediment from public and private drainage systems.

Data are available noting the existence of landslide and debris flows in the Claremont foothills which are subject to possible major failures. The probability of such occurrences is greatly increased during strong earthquake shaking, especially if the ground is water saturated. A landslide history map prepared by R. Streitz in 1965 (Preliminary Geologic Map Glendora Quad 1/4 and Mt. Baldy SW 1/4) indicated landslide potential in the Claremont foothills. These potentials for landslide and erosion areas are often increased by inadequate site treatment, such as poor grading and lack of soil stabilization.

Claremont's primary concerns relative to geologic hazards are in the foothills and along earthquake fault traces. The section on seismic safety establishes a Landslide Hazard Management Area which incorporates all of the hillside area and requires the City to review potential hazards that might exist if the development proceeds prior to processing other applications. Prior to approval of any development, the City must determine that an undue hazard would not result from construction on the subject property.

The Urban Geology Master Plan by the California Division of Mines and Geology indicates that over 90 percent of losses due to landslide and about 70 percent of the losses due to erosion in urban areas could be eliminated by a combination of measures

involved geologic investigations, engineering practices, and effective enforcement of grading ordinances. The City of Claremont has sufficient regulatory controls with the Land Use and Development Code and the Building Code—specifically, the hillside development section, grading review by staff and the Planning Commission and Chapter 70 of the Uniform Building Code—to reduce landslide and erosion potential resulting from future urbanization of the foothills. On-site inspection during various stages of development by qualified inspectors is also required to ensure enforcement of approved grading plans.

Areas of significant geologic risk, such as landslide areas or fault zones, which cannot be properly protected from an unacceptable level of risk should not be areas where intensive use or relatively high densities of population are permitted.

14. The City shall encourage improved geologic hazard insurance programs.

Technical advances in the area of reducing geologic risk, especially with respect to building codes, can provide additional safety measures to the public.

15. The City shall encourage continued research in the field of reducing geologic hazards and incorporate pertinent building-code restrictions within the building code of Claremont.

FLOOR HAZARDS

In addition to geologic considerations, floods are a major concern of the City in the urbanization of the foothill areas. Water runoff is affected by the configuration and stability of the slope, the type and amount of vegetation, fire history, the amount of area removed from percolation, and the type and amount of earth movement necessary in construction. However, floods due to heavy rainfall without the presence of development have historically been part of the Claremont region and are expected to remain so, as witness the major floods in 1914, 1916, 1938, and twice in 1969.

Flood control measures typically involve structural and non-structural approaches. Structural measures include development of floodwater storage systems such as dams, reservoirs, and basins. The San Antonio Dam and Channel, Thompson Creek Dam and Channel, and the Live Oak Dam and Channel now provide adequate protection from flood hazards. Non-structural measures include zoning and subdivision regulations, building code requirements and the evacuation of areas prone to flooding.

The City of Claremont has had a Storm Drain Master Plan since 1971 (revised in 1974) which denotes existing and proposed drainage facility plans. In addition, the City Council has established a requirement for the payment of drainage fees by the developer for any new developments in the community, which will assist in providing the means for implementing the Storm Drain Master Plan. In addition, a drainage study for the Claremont planning area was prepared which denoted local drainage areas and

established fees on a per acre basis to be collected from developers to partially defray the cost of future drainage facilities.

The natural drainage areas in the Claremont foothills are illustrated in the general plan study maps. The State Subdivision Map Act grants the City of Claremont the right to refuse approval of a subdivision threatened by flooding (Sec. 1155 1.5, Business and Professions Code).

Claremont has recently been granted coverage under the Federal Flood Insurance Program. It should be noted that this program has been revised to discourage any rebuilding in areas subject to flooding.

Lowland floods emanating from hillside areas because of improper grading may increase danger far above the minimum level of acceptable risk.

16. The City shall develop stringent site criteria for any construction in flood-prone areas and prohibit construction if these criteria are not or cannot be met.

17. The City shall encourage maintenance and monitoring of flood-control facilities.

Careful development and establishment of appropriate standards can reduce flood losses by noting concerns early in the planning process.

18. The City shall establish and enforce grading standards and criteria that prevent unacceptable levels of risk to public safety.

CRIME REDUCTION

The rising crime rate and the fear for personal safety is an important concern for many of today's residents. Crime prevention is a varied and multi-disciplinary problem. One aspect that has usually been given only token consideration in crime reduction is the implementation of crime-prevention measures in site planning and structural design of residential and commercial developments. The utilization of the proprietary concerns of the eventual occupants in the preliminary design of developments in order to inhibit crime has been generally neglected. Subdivision design, the type and location of parking facilities, the location of recreational facilities, the proximity to emergency facilities, and the amount of street illumination are important considerations for the prevention of urban crime.

A publication by the Southern California Association of Governments entitled Handbook of Crime Prevention Bulletins, specifies many of the concerns relating to physical design that inhibit crime. Claremont's Police Department was one of the first in the Southern California region to be involved in this study and careful consideration is given to many of these specific concerns early in the planning process. Presently the Police

Department reviews all building plans and proposed developments with respect to accessibility, location of cul-de-sacs and recreational areas, type of parking, and amount of illumination, both on and off site. In addition, revisions to the Land Use and Development Code and Building Code, such as requiring garages rather than carports or open parking and stipulating lock-pin devices for sliding doors would also increase the amount of built-in safety. Citizen awareness and more community involvement would be a significant deterrent to urban crime and such awareness is often encouraged by various community programs initiated by the Police Department.

Early consideration given to the physical design of developments with respect to crime prevention is an important deterrent to crime.

- 19. The City shall encourage the use of design concepts facilitating defensible space and other means of inhibiting crime.**

EMERGENCY PREPAREDNESS

Regardless of the magnitude of safety controls, there can never be a hazard-free environment. Natural and man-made disasters can and will occur. A main factor in reducing the loss of life or property is a current disaster plan. Such a disaster or emergency plan requires the immediate cooperation of many private and public resources.

The functions of such an Emergency Plan are to anticipate the different wartime and peacetime emergencies which may conceivably affect the community, to organize the City's staff by assigning specific emergency responsibilities to each department, and to establish a coordinated recovery effort with neighboring cities and County jurisdiction.

Claremont adopted an Emergency Plan in October 1972 which was recently updated. An important aspect of this Emergency Plan is the communications system. The City has a centrally located emergency communications headquarters. The City has also coordinated its efforts with the countywide Disaster Route Priority Plan. This plan identifies available routes for detours and a priority system for reestablishment of service on surface streets which would be interfaced with the State's alternate route plans for freeways and State highways. This program establishes procedures to assure coordination of efforts of adjoining jurisdictions in reconstruction facilities and in minimizing the response time to emergency areas, regardless of jurisdictional boundaries. The major streets in Claremont that are related to this Disaster Route Plan are noted on the regional map.

It is in the public interest to reduce loss of life and property as a consequence of a major disaster.

- 20. The City shall periodically review and explore disaster preparedness and emergency response capabilities.**

21. **The City shall support legislation that will alleviate potential disasters.**
22. **The City shall cooperate with and coordinate programs with the various jurisdictions and agencies involved in disaster protection.**

In addition to the policies specified earlier, there are certain policies which in their scope and magnitude pertain to each problem issue and which would result in a safer environment for the residents of Claremont.

Public knowledge and attitudes on the various natural and man-made hazards is an important aspect in reducing loss to life and property.

23. **The City shall expand public educational programs to include all aspects of public safety.**

Minimum standards should be determined for natural and man-made hazard areas below which a reasonable level of public safety cannot be assured.

24. **The City shall establish development standards and review criteria that reduce public risk to an acceptable level. All new developments and selected existing developments will be required to comply with these standards.**

HAZARDOUS WASTE MANAGEMENT

The mismanagement of hazardous wastes can have disastrous effects on human health, the environment and the economy. Hazardous wastes range from industrial by-products such as cleaning solvents and plating shop wastes to discarded household wastes like pesticides and leftover paint. The California Health and Safety Code defines hazardous waste as waste materials – or a combination of waste materials – which may cause or significantly contribute to serious illness or death. In Los Angeles County approximately 9.4 million tons of hazardous waste are generated every year. This waste must either be treated or otherwise neutralized at manufacturing sites or sent to other locations for treatment and/or disposal. An effective system for minimizing, treating and discarding hazardous waste substances is crucial in order to protect human health, the environment and the economy, and to minimize problems for future generations.

Each county in California is required by the State to develop a method to deal with the management of hazardous waste and to guide future land use decisions for new and expanded hazardous waste facilities. Los Angeles County has prepared a countywide hazardous waste management plan that provides an overview of past hazardous waste management in the county and recommendations for a more effective management framework through the year 2005. The countywide plan is a multifaceted, balanced, and effective system for hazardous waste management which provides protection to the public and the environment. The Los Angeles County Hazardous Waste Management

Plan (CoHWMP) was approved by the State on November 30, 1989 and by the Claremont City Council on February 14, 1989.

In compliance with the recommendations of the CoHWMP the City has established a Household Hazardous Waste Collection Program. In Los Angeles County an estimated two percent of the residential waste stream contains materials that are classified as hazardous waste. If not properly disposed of, the household hazardous wastes will be illegally disposed with other household trash and accumulate in landfills, increasing the potential for significant adverse environmental effects from the wastes. The City supports a local collection program as an attempt to mitigate the problems from disposing of these household hazardous wastes by providing residents with a convenient means to dispose of hazardous wastes rather than using the normal residential trash collection.

- 25. It is the City's policy to use the Los Angeles County Hazardous Waste Management Plan as a guide to future hazardous waste management planning efforts.**
- 26. It is the City's policy to educate residents to the types of household hazardous waste and the proper manner of disposal.**

(Rev. 11/20/92)

LAND SUITABILITY ELEMENT

ABSTRACT

Environmental phenomena affect the ability of land to sustain urbanization. Claremont, in recognition of its role as a steward of the land, identifies the capability of the land to sustain development based upon environmental phenomena. The capability and suitability determinations made here will direct the City's determination of land uses, location of land uses, and the intensity of land use proposed. Three goals and sixteen policies are contained in this section.

AUTHORITY AND SCOPE

Government Code Section 65302(j) provides that each city or county may include elements dealing with subjects other than the minimum required by law when, in the opinion of the planning agency, these subjects relate to the physical development of the county or city. This provision is intended to ensure that the general plan may recognize physical, social, and economic considerations not otherwise apparent or noted in the minimum requirements for a general plan as defined by the Government Code.

INTRODUCTION

American society today places a high value upon protecting human life, reducing environmental pollution, and reducing or eliminating hazards to public health and safety. Urban development in areas subject to fire, flood, seismic and geologic hazards can result in loss of life and in phenomenal outlay of public monies for protection of comparatively few structures. Considerations of economics in terms of cost/benefit relationships to the general public must also be weighed in a determination of land suitability. This situation, therefore, mandates the proper management of lands subject to such hazards. Some lands might best be suited to open-space uses such as rangeland or recreation due to unacceptable public safety and general welfare risks.

This section summarizes some of the natural environmental factors affecting public health and safety which, if disregarded, could lead to injury or death of indefinite numbers of people. It will identify those natural systems and factors inducing a margin of risk to health and safety with respect to potential for urban development.

This section identifies the intent of the City of Claremont relative to the basic suitability of lands within its planning jurisdiction for use by man. It includes an introduction, a statement of the basic developmental ethic, the basic land-use policies, and a set of criteria for the determination of land use and intensity of use.

A glossary of technical terms used in this element is included in the Appendix.

GOALS

The purpose of this section is to accomplish the following major goals through policies and implementation.

IT IS THE GOAL OF THE CITY OF CLAREMONT TO ...

PROTECT, MANAGE AND PRESERVE THE DIVERSE AND VALUABLE NATURAL LAND, WATER, AND AIR RESOURCES, AND THE NATURAL HABITAT OF WILDLIFE.

ENSURE THAT ALL URBAN DEVELOPMENT, ESPECIALLY PROJECTS THAT MAY OCCUR IN RECOGNIZED HAZARD AREAS OR THOSE THAT DEplete SIGNIFICANT RESOURCES, ARE COMPATIBLE WITH THE HEALTH AND SAFETY OF THE GENERAL PUBLIC.

ENSURE THAT PUBLIC COSTS INCURRED FROM URBAN DEVELOPMENT ARE JUSTIFIED BY PUBLIC BENEFIT.

POLICIES

1. The City shall promote land-use classifications and urbanization only for lands which are environmentally suitable for such use and development.
2. The City shall assure that the type and intensity of land use shall be consistent with the greater public needs while considering overall public safety risks and potential general public subsidy.
3. The City shall ensure that land which is found to be inherently hazardous beyond a margin of risk deemed acceptable, shall not be developed unless the safety risks can be mitigated to a level of acceptable risk.
4. The City shall restrict development in identifiable hazardous areas.
5. The City shall promote land uses and land use classifications for which public costs can be justified by public benefits.

Land capability means the capability of land to sustain development, taking into account all natural and cultural factors that constrain development. This section investigates land capability within the planning area through the use of composite maps of environmental phenomena. These maps were developed through the general plan program of the Los Angeles County Department of Regional Planning. They are used here also to provide a measure of intergovernmental coordination not otherwise possible.

Land capability is used to identify basic land suitability for development. The land suitability criteria should then form the basis for proposed land uses and intensity of use. The ultimate purpose of this type of study is the management of risk, and the development of an environmentally suitable pattern of development which also can be judged against social needs. Land capability can, therefore, be more specifically defined as the inherent capacity of an environmental component or components to sustain a specific type of development without experiencing or promoting degradation or hazards.

Land suitability is defined as the appropriateness of land for development, taking account of land capability, compatibility of development with environmental values, the presence of existing development, and considerations of potential public costs, in terms of both economic and public health risks.

Land capability/suitability mapping and analysis have been applied only to selected land-related environmental phenomena. They have been accomplished generally, only for those lands which were vacant or not urbanized as of January, 1978. They provide an information source not available prior to the Los Angeles County ESRI study and permit planners to derive implied patterns of environmental sensitivity and capability for urban development. The evaluation and background study of the land capability/land suitability mapping may be found in the Community Development Department.

SUITABILITY FOR DEVELOPMENT CONSIDERING WATERSHEDS

Figure 4 illustrates those parts of the planning area which have potential value as groundwater recharge areas. The areas shown directly indicate the degree to which potential watershed values could operate as constraints on development. Three levels of suitability have been identified in relation to watershed considerations: Low, Moderate, and High.

Claremont obtains its water from the Southern California Water Company, which obtains its imported water from the Pomona Valley Municipal Water District. Most of the water distributed by the Southern California Water Company comes from wells which tap the lowlands groundwater in or near Claremont. Imported Colorado River water is used to make up the difference in demand between the water used and that normally provided by groundwater pumping. In addition, imported water is used to mix with water from some local wells to lower the concentration of nitrates sufficiently to meet federal water quality standards.

Five sources of groundwater exist in the Pomona and San Dimas Basins. The most important of these are: 1) direct penetration from rainfall, and 2) the underflow from the San Antonio and San Dimas Canyons. In addition to these are: 3) the return of irrigation water, 4) percolation into the basins from the bordering hills, and 5) percolation from the runoff of San Antonio Creek and smaller streams along the mountain front. While these sources exist, the critical factor in obtaining groundwater is its movement. Theoretically, groundwater should move away from the canyon mouths in a cone, all the

pore-space in the alluvium below the water plane being filled with water. Movement of the groundwater occurs, however, only where the zone is sufficiently permeable to permit movement under the existing head. In the project area, from Live Oak Creek Dam and then northeast is banded gneiss; the east end is quartzite. Unweathered gneiss and granites contain very little water and are impervious to the movement of groundwater except along the joint planes, fractures and faults. The porosities are too low to make them of value as groundwater reservoirs. The assessment of recharge potential refers only to the influx of water into the surface; it does not deal with the more complex aspects of where the water goes after entry into the watertable, and what types of pollution are encountered.

The following policies are intended to ensure that the existing water resources are managed in a manner to prevent depreciation of the natural quantity available or its relative quality.

6. The City shall as a general rule assure sewer availability and connection to a community sewer system as a precondition for development.

7. The City shall assure that new development will not depreciate local water quality.

8. The City shall maintain and increase, where practical, the aquifer recharge capacity within Claremont's planning area.

9. The City shall avoid large expanses of fertilized plantings in aquifer recharge areas which have a high recharge rating.

In a sense, the suitability ratings express both positive and negative values simultaneously. Areas that show high value as groundwater recharge areas can also be thought of as areas where rapid pollution of groundwater might occur if contaminants should reach the soil. Areas that are of high value for recharge are of low value for development, which might deposit contaminants in the soil. The following are recharge capability ratings:

High Recharge Rating:

A high rating is given to soils in open spaces that fall into hydrologic Group A. The soils in Group A are soils having high infiltration rates even when thoroughly wetted, consisting chiefly of deep, well to excessively drained sands and/or gravel. These soils have a high rate of water transmission and would result in a low runoff potential.

Moderate Recharge Rating:

A moderate rating is given to soils in open spaces that fall into hydrologic Group B. The soils are soils having moderate infiltration rates when thoroughly wetted,

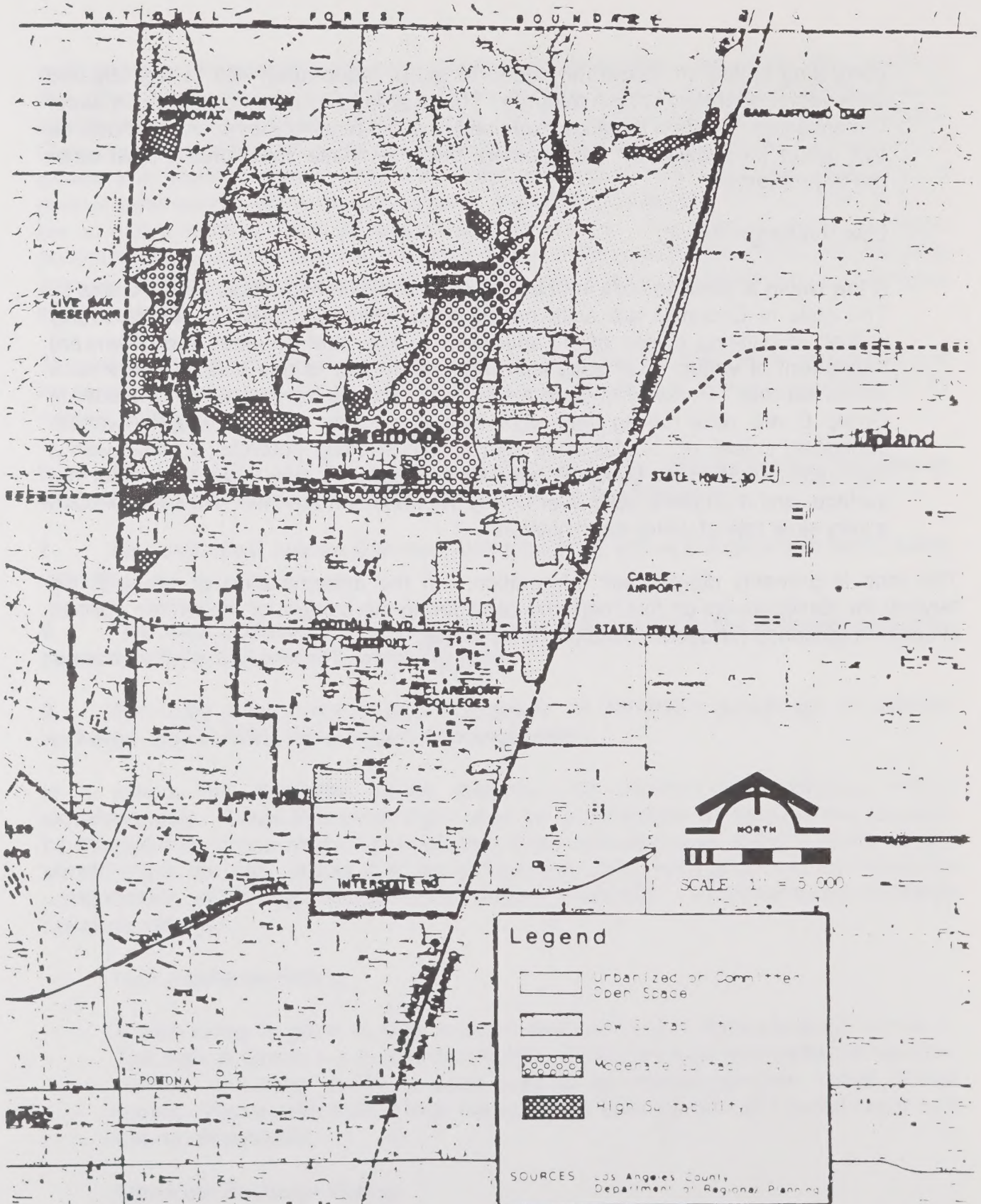
consisting chiefly of moderately deep to deep, moderately well to well drained soils with moderately coarse textures. These soils have a moderate rate of water transmission. Caution must be exercised to avoid placing too much emphasis on this group as positive for development because these soils often exhibit other major problems.

Low Recharge Rating:

A low rating is given to soils in open spaces that fall in hydrologic Group C and D. The soils in Group C are soils having slow infiltration rates when thoroughly wetted, consisting chiefly of: 1) soils with a layer that impedes the downward movement of water; or 2) soils with moderately fine to fine texture and a slow infiltration rate. These soils have a slow rate of water transmission. The soils in Group D are soils having very slow infiltration rates when thoroughly wetted, consisting chiefly of: 1) clay soils with a high swelling potential; 2) soils with a high permanent water table; 3) soils with claypan or clay layer at or near the surface; and 4) shallow soils over nearly impervious materials. These soils have a very slow rate of water transmission.

The map is primarily diagrammatic information. In the determination of intent, going beyond the designations on this map and considering the content of the written policies in seeking guidance for decision-making is essential.

FIGURE 4



SUITABILITY FOR DEVELOPMENT CONSIDERING WATERSHEDS

CAPABILITY FOR DEVELOPMENT CONSIDERING INTERPRETATIONS OF SOIL CONDITIONS

Figure 5 provides planners with a guide to soil engineering problems in the study area. The capability rating of each area reflects the constraint rating of the most critical soil problem within it. The map also indirectly indicates the general level of mitigation required in different portions of the study area. In general, several constraints may limit development to projects which are of sufficient funding to allow the required soil engineering mitigation's.

The data used were derived from the U.S. Soil Conservation Service Soils Survey for Los Angeles County. Each soils series in the planning area was assessed in terms of five factors. The ratings for each of the factors with respect to soil types in the planning area were based upon accepted Soil Conservation Service criteria. In all cases, the most restrictive rating for any given soil series was assigned to that soil.

Each soil series in the planning area was rated with respect to five factors. Three of the factors were rated in relation to three constraint levels: Low, Moderate, and High. Two of the factors, however, were considered to pose less restrictive constraints on development than the other factors. These are vegetative soil group and corrosivity.

VEGETATIVE SOIL GROUPS

The vegetative soil groups are assigned either moderate or high capability ratings in relation to the amount of corrective action needed to maintain a full vegetative cover.

SHRINK-SWELL BEHAVIOR

Limitation ratings are listed for the shrink-swell behavior of soils. Shrink-Swell Behavior is that quality of the soil that determines its volume change with change in moisture content. Much damage to building foundations, roads, and other structures may be the result of shrinking and swelling of the soils. The ratings of shrink-swell potential indicate the volume change resulting from the shrinking of the soil when it dries and the swelling of the soil as it takes up moisture.

CORROSIVITY

Soil corrosivity of buried steel pipe is dependent upon the physical, chemical and biological characteristics and qualities of the soil.

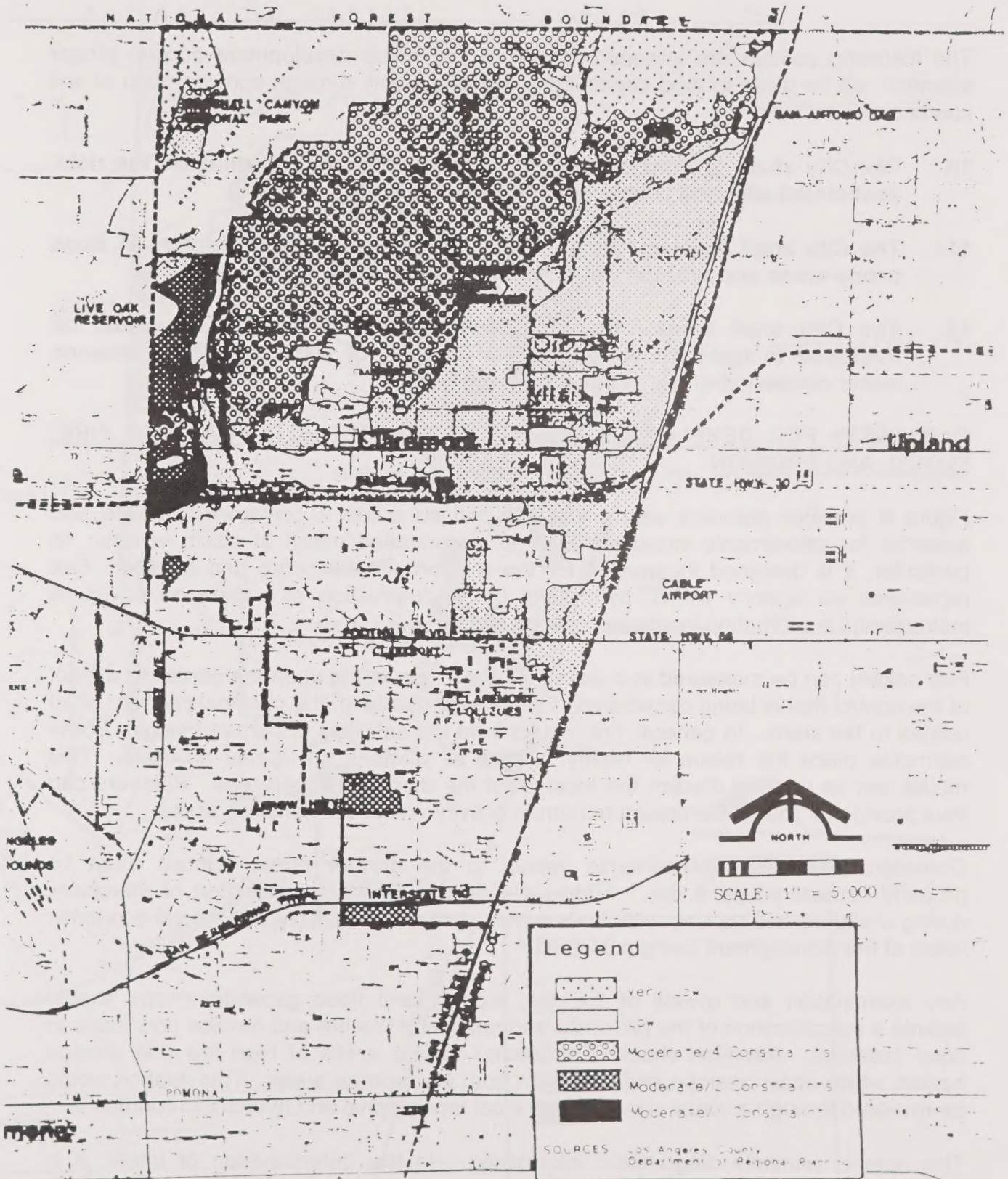
LIMITATION RATING FOR ALLOWABLE SOIL PRESSURE

Soils are classified on their ability to withstand pressure imposed on them by foundations, as defined in Table 29-B (p. 412) Section 2909 of the Los Angeles County Building Code, 1975 ed.

LIMITATION RATING FOR EXCAVATION

The presence of cobbles, stones, rock, or a water table in the surface five feet of soil has considerable effect on the excavation of soils for pipelines, roads, channels, or other engineering construction. Soils are rated on the amount of exposed stone or rock, the volume of cobbles or stones within the profile, and the depth to hard bedrock, or hardpan. Soft or weathered rock can be excavated easily with commonly used earthmoving equipment. Gravel may be present in any amount without affecting the ease of excavation.

FIGURE 5



CAPABILITY FOR DEVELOPMENT CONSIDERING INTERPRETATIONS OF SOILS

The following policies are intended to ensure that when development occurs, proper attention will be given to land capability and public safety through consideration of soil conditions.

10. **The City shall develop a slope vs. density ordinance to mitigate the risks associated with soil problems in the hillside areas.**
11. **The City shall develop stringent site criteria for any construction in flood prone areas and prohibit construction if these criteria cannot be met.**
12. **The City shall ensure that any development in the foothills must be designed to maintain or reduce the quantity of water runoff to enhance water conservation by encouraging infiltration.**

CAPABILITY FOR DEVELOPMENT CONSIDERING THE POTENTIAL FOR FIRE, FLOOD, AND EROSION

Figure 6 provides planners with a spatially defined guide to fire/erosion hazard and potential for catastrophic inundation due to uncontrolled runoff of storm waters. In particular, it is designed to account for the relations between fire and erosion. Fire represents an agency which, by means of its destruction of vegetation cover, is instrumental in promoting increased erosion.

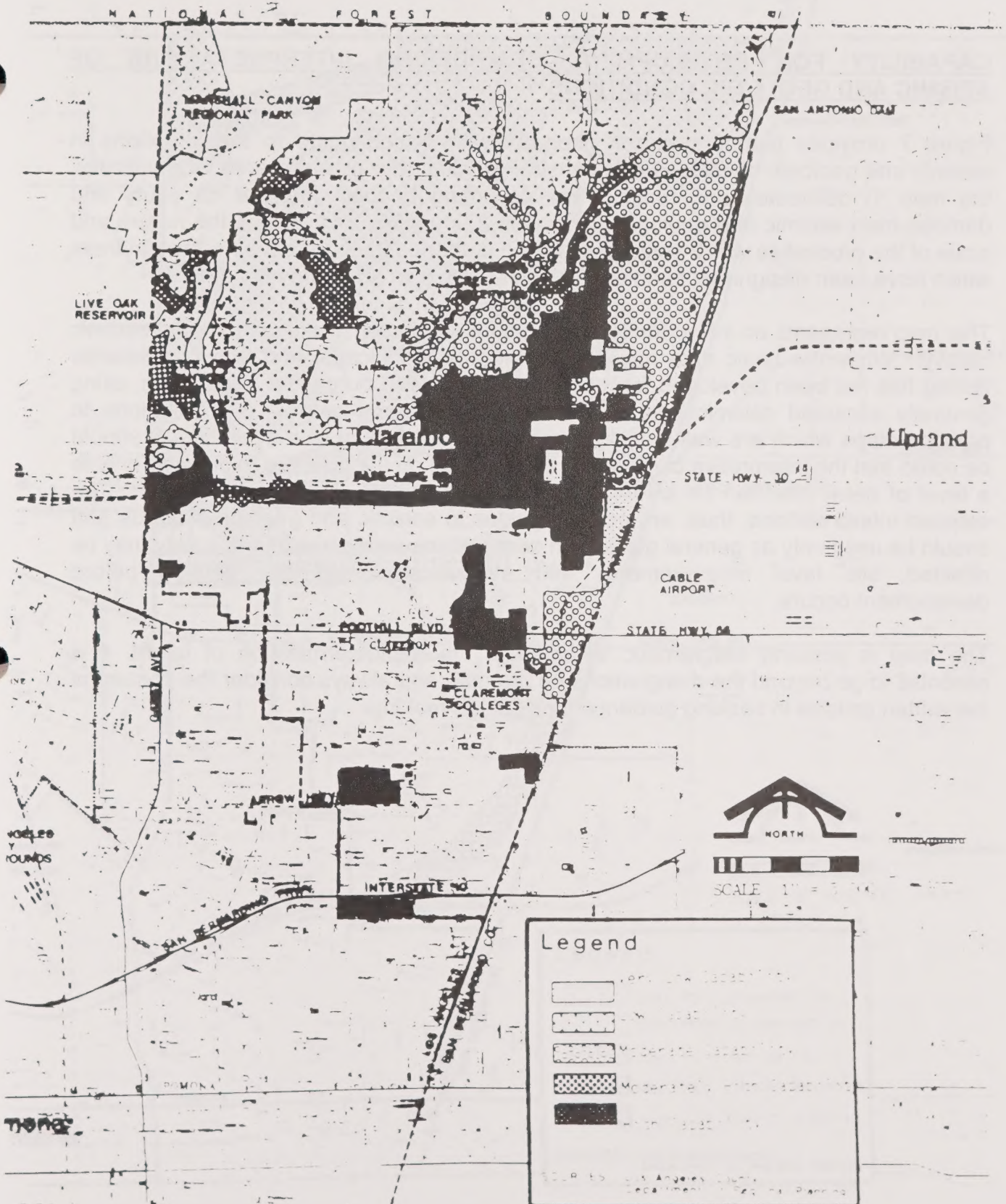
Fire hazard can be measured in a variety of ways depending upon the particular aspect of fire control that is being considered. For general planning, the principal concern often relates to fire starts. In general, fire results from the activities of human beings. Some estimates place the blame for nearly 90% of all wildfires on human activities. This model can be used to discern the location of the most sensitive areas. Planners can thus provide for the concentration of human activity in the less sensitive areas.

Considerations involving economic impact to the greater public domain must be properly considered as a risk. Additional costs required for protection of structures during a wildfire and subsequent cleanup may easily be a multiple of the total economic value of the development being protected.

Any examination and review of the fire, erosion and flood capability maps should include a consideration of the proximity and relation of the fire and erosion conditions to flood potential. Attention should be directed toward areas of high fire and erosion hazard which occur upslope and upstream from flood-prone areas. This relation would be revealed through a visual survey of the local topographic and hydrologic conditions.

The map is primarily diagrammatic information. In the determination of intent, it is essential to go beyond its designations and always consider the content of the written policies in seeking guidance for decision-making.

FIGURE 6



CAPABILITY FOR DEVELOPMENT CONSIDERING FIRE, FLOOD, AND EROSION

CAPABILITY FOR DEVELOPMENT CONSIDERING INTERPRETATIONS OF SEISMIC AND GEOLOGIC CONDITIONS

Figure 7 provides planners with a geographically based guide to the variations in seismic and geologic conditions and constraints within the planning area. Specifically, the map 1) delineates and ranks areas according to their potential for injury and damage from seismic and geologic processes; 2) identifies and defines the nature and scale of the processes which could cause such damage to occur; and 3) indicates areas which have been designated for intensive surveys prior to actual development.

This map represents an interpretation of structural characteristics, location, and seismic history. While the basic data required for highly sophisticated and accurate seismic zoning has not been developed for most of Los Angeles County, the study team, using generally accepted seismic principles, was able to model seismic interpretations to produce maps which are well founded based on the data that was available. It should be noted that the interpretive conclusions represented on the map are expressed only to a level of detail that can be justified by the level of detail of the existing data. The mapped interpretations, thus, are general guides to seismic and geologic hazards and should be used only as general guides. In cases where public health and safety may be affected, site level measurements and evaluation should be required before development occurs.

The map is primarily diagrammatic information. In the determination of intent, it is essential to go beyond the designations on the map and always consider the content of the written policies in seeking guidance for decision-making.

FIGURE 7

This map illustrates various seismic hazard zones in the Claremont area. The National Forest Boundary runs along the top edge. To the west is Live Oak Reservoir. Major roads shown include Reddy Road, State Hwy. 30, State Hwy. 66, Foothill Blvd., and Interstate 90. Key locations labeled are Claremont, Claremont Colleges, Cable Airport, and Upland. Different patterns represent different hazard levels: sparse dots for low potential liquefaction, horizontal lines for low potential active faults, cross-hatching for moderate/moderate ground response, and dense cross-hatching for high/low ground response. A legend box at the bottom right explains these symbols.

Legend

- [Sparse Dots] Low: Pot. Liquefaction
- [Horizontal Lines] Low: Poss. Liquefaction
- [Cross-Hatch] Low: Pot. Active Fault
- [Dense Dots] Mod./Mod. Ground Response
- [Dense Cross-Hatch] High/Low Ground Response

SOURCES: Los Angeles County Department of Regional Planning

III/5-13

GENERAL LAND SUITABILITY FOR DEVELOPMENT

Figure 8 represents the modeling of twelve environmental components and thirty-three variables subsumed within them. They are valued in relation to five classes of general land suitability for development. The twelve components and thirty-three variables which have been selected and the general thoughts, principles, and objectives which bear on them are as follows:

Seismicity (Rupture) – Distributed in varying intensity throughout the study area and constitutes a general hazard to health and safety.

Seismicity (Shaking) – Distributed in varying intensity throughout the study area and constituting a general hazard to health and safety.

Slope (Gradient) – Markedly differing slope gradients exist within the study area. Slope gradient has direct bearing on both landscape form and physical processes. Slope gradient has traditionally been conceived as a primary and fundamental factor in the determination of land suitability for development.

Slope Stability – Differing degrees of stability exist within the study area. Instability constitutes a major hazard with respect to health and safety and represents a condition which can be affected by human activity and which has significant impact in relation to a number of other components and variables.

Liquefaction – Differing liquefaction potentials exist within the study area. Areas with high potential represent general hazard zones in regard to health and safety. To some extent liquefaction hazard increases in relation to highly selected forms of human activity.

Soil Conditions – Differing levels of soil engineering problems exist within the study area and reflect a variety of physical and chemical properties in the soils. Soil properties have bearing on human health and safety as other components and variables.

Flood – Flood-prone areas are limited in their distribution within the study area but are extremely hazardous with respect to health and safety. The extent and degree of flooding is subject to impact by human activity and has implications with respect to a wide array of other environmental phenomena and processes.

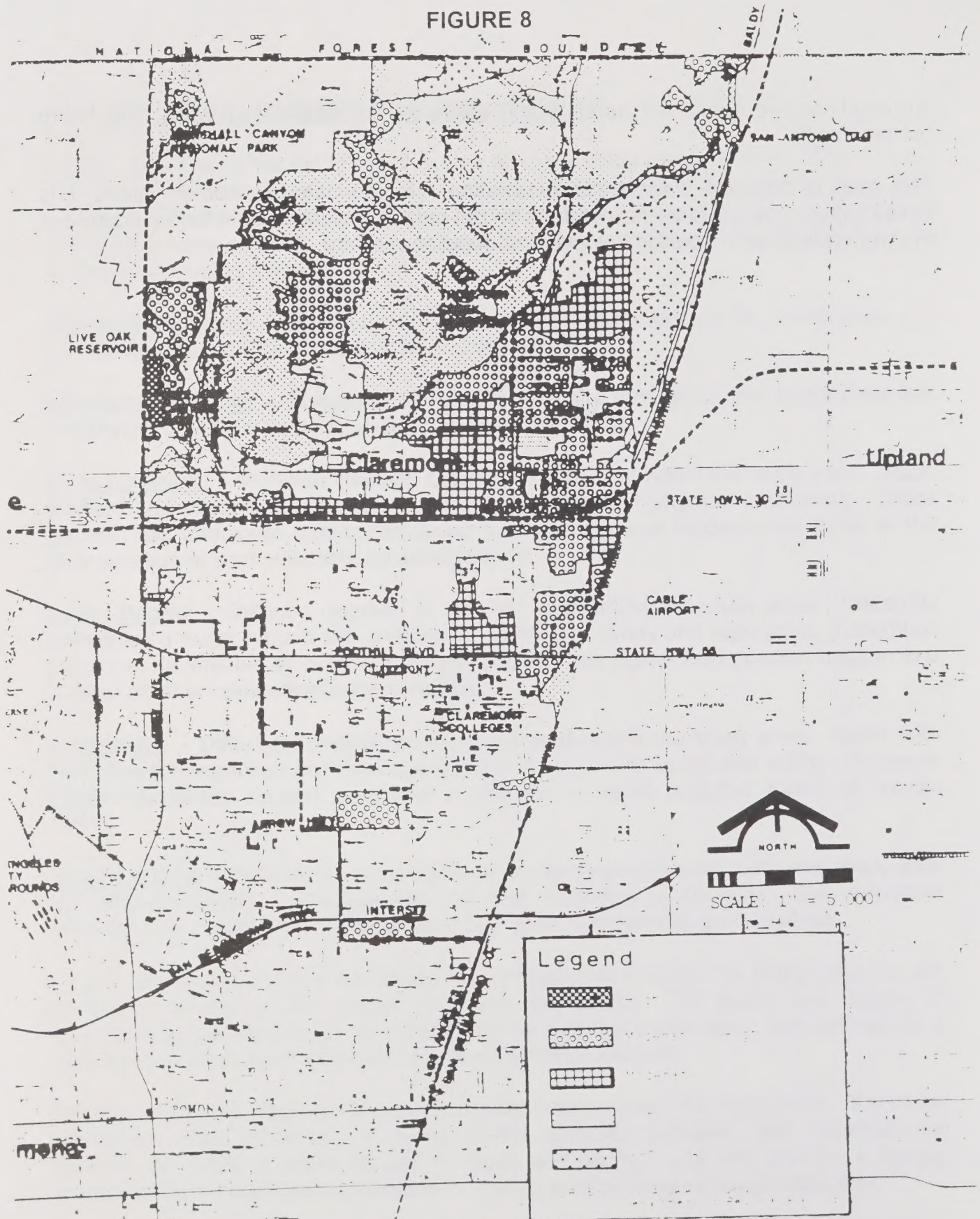
Erosion – Differing degrees of erosion potential exist within the study area. Erosional processes, when conceived in terms of the removal, transport, and deposition of material, constitute a broad hazard to health and safety. Like fire, erosion is readily subject to impact and has implications in relation to other environmental variables.

Minerals – A relatively limited assemblage of economically significant mineral resources occurs within the study area. Sand and gravel mining is normally preempted by urban development. Existing sand and gravel extraction sites and their immediate

surroundings are conceived as important resources in relation to present and future human needs.

The map is primarily diagrammatic information. In the determination of intent, it is essential to go beyond the designations on the map and always consider the content of the written policies in seeking guidance for decision-making.

FIGURE 8



GENERAL LAND SUITABILITY FOR DEVELOPMENT

Watershed – Natural capacities for the replenishment of groundwater vary throughout the study area. Areas where the infiltration of surface waters is good may contribute to the maintenance or enhancement of supplies of groundwater. These supplies are conceived as renewable and long-term resources.

Significant Ecological Areas – Areas of substantial ecological significance exist within the study area. These have bearing on human enjoyment and on long-term health and safety; likewise, they are conceived both as highly susceptible to impact and as fundamental to the long-term persistence of significant, unique, and representative biotic communities and landscapes in the County.

The following policies are designed to work toward fulfillment of the developmental goals fundamental to the Claremont General Plan:

13. **The City shall ensure that lands identified as having a low or very low suitability for development shall remain in an undeveloped state until the greater public needs for land overrule the health and safety risks or other public values associated with these suitability designations.**
14. **The City shall ensure that lands identified as having a low or very low suitability for development shall not be developed or urbanized unless all safety or other public value considerations are mitigated to a level generally recognized as acceptable.**
15. **The City shall ensure that lands identified as having a low or very low suitability for development shall generally not be developed or urbanized prior to the development or urbanization of lands designated as having moderate to high suitability for development in the Pomona Valley.**

In the development of land-use proposals within the planning area, the planner should consider first the general suitability for any development as defined here, then the capability-for-development maps to assure that public health and safety criteria are properly considered.

In review of existing environmental phenomena, it is more than apparent that any development or change in the foothill area could arguably have a significant impact on the environment. Further, any development in the foothill area could significantly affect general public health and safety. The California Environmental Quality Act provides one means of determining the impact of development prior to approval, to ensure that such approvals are made with full knowledge of the environmental implications.

16. **The City shall require a complete Environmental Impact Report for any proposed foothill development defined as a project by the California Environmental Quality Act.**

1. The City shall establish a...

2. The City shall establish a...

3. The City shall establish a...

4. The City shall establish a...

5. The City shall establish a...

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7. The City shall establish a...

8. The City shall establish a...

9. The City shall establish a...

RESOLUTION NO. 12345

AN ORDINANCE...

IMPLEMENTATION

INTRODUCTION

This section contains a summary of actions to be taken by the City of Claremont in the implementation of the Plan for the Natural Environment.

This section is a part of the General Plan in order to assist in the appropriate annual review of the City's effectiveness in carrying out this plan. This section will be amended annually with completed action programs being deleted and new action programs being adopted. This section includes action programs to preserve open space, conserve natural resources, protect public health and safety, and protect the general public welfare. Only those programs which are within the jurisdiction of the City to implement are contained in this section.

The following actions are to be added to the annual work programs of the appropriate City department for council consideration in the annual budget review process. Some of the following programs can be implemented immediately. Others with budgetary implications may need additional budgetary considerations by the City Council.

OPEN SPACE WILL BE PRESERVED AS FOLLOWS:

- A. The City should consider accepting land grants and dedications for open space purposes.
- B. The City shall search for funding sources and mechanisms (including a bond issue) for the purpose of acquiring open space land in the foothill area.
- C. The City shall encourage dedication of scenic easements, open space easements, and development rights and the establishment of conservancy districts as provided for in Section 51050 of the Government Code.
- D. The City shall cooperate with Los Angeles County in continuing to update the land capability/suitability data base as an environmental monitoring or early warning system, and as an information source in preparing and reviewing environmental impact reports.
- E. The City shall zone land to further the adopted state goal of "curbing wasteful urban sprawl and directing new development to existing suburbs and cities." The rezoning of the foothills will be reconsidered annually based upon the goals and policies within the General Plan.
- F. The City, upon a finding that any parcel of land is unsafe for development, shall zone such land for agricultural or open space use.

NATURAL RESOURCES WILL BE CONSIDERED AS FOLLOWS:

- G. The City shall actively pursue alternative means and methods of public acquisition for managing and preserving valuable resources and open spaces. These means will include proposals such as purchase-leaseback agreements, scenic or access easements, dedications and development rights transfer.
- H. The City shall actively pursue participation in a Hillside Design Advisory Committee to the Regional Planning Commission. This committee will develop recommendations on appropriate design standards to be applied within the unincorporated hillside management area.
- I. The City shall coordinate its planning and implementation efforts with the U. S. Forest Service to develop consistent management plans within and adjacent to the National Forest.
- J. The City, in conjunction with Los Angeles County and the U. S. Forest Service, shall attempt to establish an appropriate transition or buffer from the developed areas to the National Forest.
- K. The City, in conjunction with Southern California Water Company and Los Angeles County, shall map and designate on a map significant groundwater recharge basins. This map will then be adopted as part of the land suitability section of the general plan. The City shall then require open space use or dedication of the land so designated as provided for in Section 66479 of the California Government Code.
- L. The City shall deny approval of any subdivision wherein approval would result in further depreciation of the water quality of the City's groundwater basin. The denial of such developments may be made pursuant to Section 66575.6 of the Government Code.
- M. The City shall file a pollution discharge report with the Regional Water Quality Control Board prior to the issuance of a building permit for any new structure proposed to be connected to a polluting septic system. Discharge reports shall be a public record and shall be filed pursuant to the requirements of Sections 2200 through 2232.1 of the California Administrative Code.
- N. The City shall encourage the conservation of mineral resources through management of land uses in designated aggregate resource areas of regional significance.
- O. Before permitting a use which would threaten the potential to extract aggregate material in designated areas of regional significance which are not already covered by or committed to urban development, or located within already urbanized areas, the City shall prepare a statement specifying its reasons for

permitting the proposed use pursuant to the State Surface Mining and Reclamation Act (Public Resources Code, Sections 2762[d] and 2763).

- P. If a permit application for aggregate mining is filed with the City, the City shall prepare and adopt an ordinance in accordance with state policy as set forth in the Surface Mining and Reclamation Act (Public Resources Code Sections 2710 et seq.), which establishes procedures for the review and approval of reclamation plans and financial assurances and the issuance of a permit to conduct surface mining operations.
- Q. All applicants for surface mining permits shall provide an analysis of the local needs to produce additional aggregate material. The analysis shall include information on local demand, the amount of aggregate reserves for which excavation permits have been issued, the amount of local aggregate material which is exported out of region, and the availability and cost of importing aggregate material from other aggregate production-consumption regions.
- R. All proposed surface mining operations shall be subject to environmental review, pursuant to the California Environmental Quality Act. Before approval of a mining operation, all hazards to public health and safety shall be eliminated and any adverse effects on the environment, including but not limited to air pollution, water quality degradation, damage to biological resources, flooding, erosion, degradation of scenic quality and noise pollution, shall be prevented or minimized to the level consistent with community goals.
- S. The City shall require a biological resource survey of any coastal sage scrub area proposed for mining to determine the nature of the physical habitats, general characteristics and structure of vegetation, population estimates of key animals and plants, patterns of land use, and conditions of and threats to sites. The biological resource survey shall follow the Coastal Sage Scrub Survey Guidelines as developed and approved by the Southern California Coastal Sage Scrub Scientific Review Panel, and any subsequent amendments of the Guidelines approved by the Panel.
- T. Before permitting the commencement of any new surface mining operation, the City shall require the approval of a reclamation plan that is consistent with the planned use or uses of the mining site.
- U. The City shall require financial assurances from mining operators to insure that reclamation work is completed in a timely manner.
- V. Prior to approving a Reclamation Plan, financial assurances, or any amendments to a Reclamation Plan, the Planning Commission shall find and certify to the State Geologist that the reclamation plan complies with the applicable requirements of the State Regulations and submit the plan, assurances, or amendments to the State Geologist.

PUBLIC HEALTH AND SAFETY WILL BE ASSURED AS FOLLOWS:

- W. The City should consider developing a Seismic Ordinance for addition to the Land Use and Development Code, specifically intended to upgrade or eventually phase out all existing buildings found to be seismically unsafe.
- X. The City shall require a soils engineering and geological report and an environmental impact report for any development in any geologically hazardous area. The entire foothill area is considered to be geologically hazardous. The City shall not approve a development which, if implemented, would have a certified probability of endangering human life or property which cannot be mitigated.
- Y. The police, fire, community development and community services department staffs shall review every proposed development site plan and tract map to assure minimum service and protection standards and design criteria are met prior to submitting this development plan for building permits or commission review.
- Z. The City shall review and, if appropriate, amend the Building and Safety and Land Use Codes with respect to crime prevention considerations, including such features as window locking devices and deadbolts.
- AA. The Planning Commission shall consider amending the Land Use and Development Code to require lockable garages rather than carports for all new developments.
- BB. The City shall incorporate concepts of defensible space in the review of all new developments.
- CC. The City shall require at least two separate means of access and egress for all developed areas.
- DD. The City shall evaluate the adopted disaster plan annually.
- EE. The City shall prepare and disseminate information relating to all known hazards and shall specify methods of mitigating or reducing these hazards to an acceptable level through appropriate means.
- FF. The Planning Commission shall consider amending the Land Use and Development Code to affect the following:
 - 1. Brush clearance standards and vegetation requirements in high fire-hazard areas to result in an adequate margin of safety from wildfire.
 - 2. Development standards for any development in areas subject to flooding.

3. Development of a tree registration ordinance in cooperation with Los Angeles County to provide for identification and protection of designated trees.

GG. The City shall consider amendments to the Building Code which will result in water conservation and energy conservation in new and rehabilitated structures.

THE GENERAL PUBLIC WELFARE WILL BE PROTECTED AS FOLLOWS:

- HH. The City shall adjust all use fees and service charges to assure that new development is not subsidized unintentionally by the City. This program will be implemented as provided for by the Attorney General (56 Ops.Atty.Gen.496, 497).
- II. The Planning Commission shall consider amendments to the Land Use and Development Code to modify the existing grading and excavation standards to provide for effective control of grading, excavation, drainage, retention of natural landscape and inclusion of open space.
- JJ. The City shall develop new zoning districts for the foothills which will prevent significant increases in the extent of environmental impact of a development as the slope of the land increases. This ordinance shall relate the permitted intensity of use to the average slope of the land.
- KK. All land found to contain risks to health and safety beyond a margin of acceptable risk shall be zoned agricultural or open space.
- LL. The City shall generally not approve a development which would significantly reduce the percolation of surface waters otherwise occurring on the project site. Significant shall be defined as a 30% or greater reduction from the natural percolation.
- MM. Prior to occupancy of any new foothill developments, the City shall require the design and construction of a reservoir with sufficient capacity and adequate safety to protect new developments from the hazards of fire without endangering existing residents with potential catastrophe due to structural failure of this reservoir. The City will not subsidize the construction of any such reservoirs.
- NN. The City shall require that the environmental impact report on any foothill development shall contain a section on anticipated service costs based upon the existing services provided plus any new services required. The City will adopt fee assignment districts to assure services provided to new development are supported by that development.

OO. The City shall require that the environmental impact report on any foothill development contain an analysis of economic and service change impacts upon wildfire fighting techniques in conjunction with the probability of structure damage to the development due to a wildfire.

PP. The City shall amend the Land Use and Development Code to require each of the findings listed in Government Code 66474(a) through (g) be made. Section 64474 of the California Government Code states that:

"A legislative body of a city or county shall deny approval of a final or tentative map if it makes any of the following findings:

- (a) That the proposed map is not consistent with applicable general and specific plans.
- (b) That the design or improvement of the proposed subdivision is not consistent with applicable general and specific plans.
- (c) That the site is not physically suitable for the type of development.
- (d) That the site is not physically suitable for the proposed density of development.
- (e) That the design of the subdivision or the proposed improvements are likely to cause substantial environmental damage or substantial and avoidable injury to fish or wildlife or their habitat.
- (f) That the design of the subdivision or the type of improvements is likely to cause serious public health problems.
- (g) That the design of the subdivision or the type of improvements will conflict with easements, acquired by the public at large, for access through or use of, property within the proposed subdivision. In this connection, the governing body may approve a map if it finds that alternate easements, for access or for use, will be provided, and that these will be substantially equivalent to ones previously acquired by the public. This subsection shall apply only to easements of record or to easements established by judgment of a court of competent jurisdiction, and no authority is hereby granted to a legislative body to determine that the public at large has acquired easements for access through or use of property within the proposed subdivision."

(Rev. 10/27/92)

QQ. The City shall require all land use decisions as defined by Health and Safety Code Section 25199.1 to be consistent with the Los Angeles County Hazardous

Waste Management Plan, including those portions of the plan which identify general areas or siting criteria for off-site hazardous waste management facilities.

- RR. The City shall continue to include a Hazardous Material Declaration as part of its application for a building permit and shall require all businesses that handle hazardous materials to comply with the hazardous materials reporting requirements of the local administering agency pursuant to Government Code Section 65850.2 and Health and Safety Code Sections 2550, 25533, and 25534.
- SS. The City should continue its education and public relations efforts to address the disposal of household hazardous wastes and encourage resident participation in a local Household Hazardous Waste Collection Program.

1. The first step in the process of identifying a problem is to define the problem clearly. This involves identifying the symptoms of the problem and determining the scope of the problem. Once the problem is defined, the next step is to identify the causes of the problem. This involves identifying the factors that are contributing to the problem and determining the underlying causes of the problem.

2. The second step in the process of identifying a problem is to identify the stakeholders who are affected by the problem. This involves identifying the individuals, groups, and organizations that are impacted by the problem and determining their interests and needs. Once the stakeholders are identified, the next step is to identify the resources that are available to address the problem. This involves identifying the personnel, equipment, and materials that are needed to address the problem.

3. The third step in the process of identifying a problem is to identify the potential solutions to the problem. This involves identifying the different approaches that could be used to address the problem and determining the pros and cons of each approach. Once the potential solutions are identified, the next step is to select the best solution to the problem. This involves evaluating the different solutions and determining the one that is most likely to be successful.

4. The fourth step in the process of identifying a problem is to implement the selected solution. This involves putting the solution into action and monitoring the results. Once the solution is implemented, the next step is to evaluate the results of the solution. This involves determining whether the solution has been successful in addressing the problem and identifying any areas for improvement.

5. The fifth step in the process of identifying a problem is to evaluate the results of the solution. This involves determining whether the solution has been successful in addressing the problem and identifying any areas for improvement. Once the results are evaluated, the next step is to document the results of the solution. This involves creating a record of the solution and the results of the solution.

6. The sixth step in the process of identifying a problem is to document the results of the solution. This involves creating a record of the solution and the results of the solution. Once the results are documented, the next step is to communicate the results of the solution. This involves sharing the results of the solution with the stakeholders who are affected by the problem.

7. The seventh step in the process of identifying a problem is to communicate the results of the solution. This involves sharing the results of the solution with the stakeholders who are affected by the problem. Once the results are communicated, the next step is to review the process of identifying the problem. This involves identifying the strengths and weaknesses of the process and determining the areas for improvement.

8. The eighth step in the process of identifying a problem is to review the process of identifying the problem. This involves identifying the strengths and weaknesses of the process and determining the areas for improvement. Once the process is reviewed, the next step is to implement the improvements. This involves putting the improvements into action and monitoring the results.

9. The ninth step in the process of identifying a problem is to implement the improvements. This involves putting the improvements into action and monitoring the results. Once the improvements are implemented, the next step is to evaluate the results of the improvements. This involves determining whether the improvements have been successful in addressing the problem and identifying any areas for improvement.

10. The tenth step in the process of identifying a problem is to evaluate the results of the improvements. This involves determining whether the improvements have been successful in addressing the problem and identifying any areas for improvement. Once the results are evaluated, the next step is to document the results of the improvements. This involves creating a record of the improvements and the results of the improvements. Once the results are documented, the next step is to communicate the results of the improvements. This involves sharing the results of the improvements with the stakeholders who are affected by the problem.

11. The eleventh step in the process of identifying a problem is to communicate the results of the improvements. This involves sharing the results of the improvements with the stakeholders who are affected by the problem. Once the results are communicated, the next step is to review the process of identifying the problem. This involves identifying the strengths and weaknesses of the process and determining the areas for improvement.

12. The twelfth step in the process of identifying a problem is to review the process of identifying the problem. This involves identifying the strengths and weaknesses of the process and determining the areas for improvement. Once the process is reviewed, the next step is to implement the improvements. This involves putting the improvements into action and monitoring the results.

TRANSPORTATION AND CIRCULATION ELEMENT

ABSTRACT

Claremont recognizes that the manner in which people and goods move within and through the City is a major part of maintaining a quality living environment. The City intends to continue its active role in the development of an effective transportation and circulation system that will protect and enhance the environmental quality, not only of the community but of the region.

The Transportation and Circulation Element of the City of Claremont's General Plan contains eight goals, 28 policies and 51 implementation measures which are designed to provide mobility for Claremont's residents and businesses, retain the City's identity, protect its residential neighborhoods, implement the Regional Mobility Plan incorporating a balanced multi-modal transportation system, and improve and protect the air quality of the South Coast Air Basin.

AUTHORITY AND SCOPE

Government Code Section 65302(b) requires that all cities and counties include a Circulation or Transportation Element as part of the required General Plan. This requirement is intended to assure that cities and counties recognize the need to provide a circulation system which is sensitive to land uses and the environment. The circulation system refers to the routes by which traffic moves from one place to another and the modes by which people and goods are transported from one place to another.

While air quality is not explicitly listed in Government Code Section 65302, it is included in the State General Plan Guidelines. In addition, the 1989 Air Quality Management Plan (AQMP) for the South Coast Air Basin requires that local governments prepare Air Quality Elements to their General Plans. As the majority of air quality improvement measures to be implemented by local governments affect mobile sources, Claremont has chosen to begin addressing these requirements in this Transportation and Circulation Element.

The Transportation and Circulation Element is divided into seven major sections: Air Quality, Regional Circulation, City Circulation, Public Transportation, Non-Motorized Transportation, Parking, and Implementation. These sections include discussions which pertain to freeways, streets, rail lines, airports, transit and paratransit systems along with bicycle, equestrian and pedestrian facilities. Safety and air quality issues are addressed in all the major sections of the element.

While the scope of the element is limited primarily to the City of Claremont and those portions of Los Angeles and San Bernardino Counties which neighbor the City and are an immediate and direct influence, it is recognized that the provision of an effective transportation system is a regional issue. Cooperation and coordination with neighboring jurisdictions and regional transit systems is essential.

INTRODUCTION

In the years since Claremont's Circulation Element was last updated, transportation has become an increasingly important issue, at both the regional and local levels.

From the regional perspective, suburban development to the east of Claremont has occurred at a rapid pace, which has not been met by the development of regional transportation systems and circulation facilities. Recently, regional mobility planning has increased and been coordinated with efforts to improve the region's air quality.

The local impact of regional development has been more through traffic on local streets and through residential neighborhoods, which threatens the safety and quality of life of Claremont residents. As the region struggles with mobility and air quality, the City must face the challenge of participating in regional solutions while protecting our neighborhoods and community. This includes demand management, placing greater emphasis on alternatives to the single occupant automobile, accommodating new regional transportation facilities such as the Route 30 Freeway and commuter and light rail, and increasing coordination with other jurisdictions in the Claremont vicinity.

Claremont is also faced with transportation and circulation issues that are purely local: growth of the colleges, incremental land development, decreases in school bus service, and increasing speeds of local traffic.

Traditional transportation planning has focused on facilitating use of private automobiles. Both traffic projections and plans for facilities with capacity for the projected traffic have been made without considering ways to change transportation habits. Today, however, there is an awareness of the impacts of traffic on the environment of the region and local communities and neighborhoods, which is resulting in a shift in the focus of transportation planning. More emphasis is being placed on "traffic calming" techniques, which decrease the supremacy of the automobile as a means of transportation and provide more alternatives, such as transit, pedestrian and bicycle facilities, which have fewer environmental impacts. Claremont's transportation planning reflects this changing emphasis.

The goals, policies and implementation measures included in the Transportation and Circulation Element represent the City's response to the current transportation and circulation issues, both local and regional. They are based on data and traffic projections in the Claremont City-Wide Transportation Study, which was completed in preparation for the revision of this element.

GOALS

The purpose of the Transportation and Circulation Element is to accomplish the following general goals through policies and implementation measures.

It is the goal of the City of Claremont to provide:

IMPROVED AIR QUALITY THROUGH IMPLEMENTATION OF THE AIR QUALITY MANAGEMENT PLAN.

PARTICIPATION IN A REGIONAL TRANSPORTATION SYSTEM THAT MEETS REGIONAL GOALS AND PROTECTS CLAREMONT FROM EXTERNAL IMPACTS.

EXPEDITIOUS TRAFFIC ROUTES WHICH MINIMIZE ADVERSE IMPACTS ON RESIDENTIAL NEIGHBORHOODS AND LOCAL AIR QUALITY, AND SUPPORT EXISTING AND PLANNED LAND USES.

NEIGHBORHOOD PROTECTION FROM INTRUSIVE AND UNNECESSARY VEHICULAR TRAFFIC.

ACCESS TO INTER-REGIONAL PUBLIC TRANSPORTATION SERVICES THAT DO NOT ADVERSELY IMPACT CITY RESIDENTS.

AN INTEGRATED APPROACH TO TRANSIT INCLUDING THE IMPLEMENTATION OF MEASURES TO ENHANCE THE ATTRACTIVENESS OF RAIL TRANSIT, A BUS SYSTEM AND HIGH-OCCUPANCY VEHICLE USE.

A BALANCED SYSTEM OF CIRCULATION WHICH INCORPORATES MOTOR VEHICLES, PEDESTRIANS, BICYCLES AND OTHER TRANSPORTATION MODES.

A CIRCULATION SYSTEM THAT PROMOTES COMPATIBILITY AND IS SAFE FOR USERS OF ALL TRANSPORTATION MODES.

AIR QUALITY

Claremont supports and is committed to do its part in implementing the Air Quality Management Plan (AQMP) for the South Coast Air Basin. One of the AQMP requirements is the adoption of a General Plan Air Quality Element. This requires a specialized data base and technical analysis to determine those measures that will be the most effective for Claremont to use in its efforts to improve air quality. Because of the complexity of the Air Quality Element, Claremont is joining with other cities in the East San Gabriel Valley to prepare this element.

Many of the measures to improve air quality are transportation related, and involve policies and actions to which Claremont can commit without having completed the background study for the Air Quality Element. These policies and implementation measures are included in the Transportation and Circulation Element to reflect the City's efforts at expeditious implementation of the AQMP. These items relate to specific issue

areas addressed throughout this element and are discussed and listed with those issues. They are followed by the designation "(AQ)" for ease of reference.

In addition, the City is required to adopt a Transportation Demand Management Ordinance to help implement Los Angeles County's Congestion Management Plan. This ordinance also will implement many air quality policies.

This is Claremont's policy on Air Quality:

- 1. To support the Air Quality Management Plan and adopt City implementation measures appropriate for Claremont. (AQ)**

REGIONAL CIRCULATION

Due to its location at the boundary between Los Angeles and San Bernardino Counties, which provide jobs and housing, respectively, to a growing population, Claremont is greatly affected by regional circulation.

The San Bernardino Freeway (Interstate 10 "I-10") is the major existing east-west link to the Inland Empire and Los Angeles. It is an eight-lane freeway with four interchanges serving the City at Garey Avenue, Towne Avenue, Indian Hill Boulevard and Monte Vista Avenue. The Indian Hill Boulevard interchange is the only one located in Claremont, and use of the other interchanges requires traveling through neighboring communities.

The San Bernardino Freeway is no longer sufficient to satisfy all of the region's demand for east-west travel. The Foothill Freeway (I-210) provides significant additional capacity, but currently extends no further east than La Verne. As a consequence, Claremont's arterials (Base Line Road, Foothill Boulevard and Arrow Highway) are forced to serve a regional need and are experiencing congestion from that function. Through traffic from communities to the east (those cars that enter and leave Claremont on the same street) accounts for some 40 percent of the daily traffic on Base Line Road, 30 percent on Foothill Boulevard, and 27 percent on Arrow Highway. Since the City has recorded east-west travel flow increases averaging 82.5 percent since 1978, there is even more through traffic than reflected in the figures above, with trips on more than one Claremont street. Intersections with other local streets and surrounding neighborhoods are also impacted as motorists seek ways to avoid congestion.

The City has worked with state and regional agencies for many years to have Base Line Road widened and the "dog leg" at College Way and Williams Avenue eliminated, so this state highway can safely accommodate the regional traffic that uses it. Even with plans for the Route 30 Freeway moving forward, there still is a need to improve Base Line Road for safety, consistency of street width and interim congestion relief. The close proximity of Base Line Road to the freeway right-of-way requires careful attention to the two projects' designs to prevent unacceptable impacts on neighborhoods in the area.

The Route 30 Freeway is proposed to run east-west in the City just south of Base Line Road. The proposed freeway will provide a link from the existing 210 Freeway in La Verne to the 214 Freeway in San Bernardino. Interchanges in the City have been planned at Towne Avenue and Padua Avenue. While the proposed freeway will provide relief from through traffic on City streets, it will have adverse impacts including noise, neighborhood separation and visual intrusion, which must be mitigated to make the freeway acceptable to Claremont.

Future plans for the regional circulation system are contained in three comprehensive documents: the Southern California Association of Governments' (SCAG) Regional Mobility Plan, the Los Angeles County Transportation Commission (LACTC) 30-Year Plan, and the Los Angeles County Congestion Management Plan (CMP). The SCAG plan is a 20-year planning tool that is intended to retain the transportation mobility levels of 1984. The plan is linked to SCAG's Growth Management Plan, the Regional Housing Needs Assessment and the Southern California Air Quality Management District's Air Quality Management Plan, and serves as the basis for programming and funding in the State's Transportation Improvement Program (STIP) for this region. The plan includes regional improvements such as High Occupancy Vehicle (HOV) lanes on the San Bernardino Freeway (I-10), the completion of the 210 Freeway (Proposed Route 30) including HOV lanes to San Bernardino, the implementation of commuter rail between Los Angeles and San Bernardino, and the possibility of light rail to San Bernardino County.

The CMP is a recent State requirement to address county-wide congestion concerns through transportation, land use and air quality planning. It identifies specific roads which are to be monitored and maintained at a specific level of service. In Claremont these roads include Base Line Road, Foothill Boulevard, Arrow Highway and the San Bernardino Freeway (I-10). The CMP establishes a list of transportation demand strategies to be implemented by cities which include parking restrictions, alternate working hours, carpooling incentives, etc. The plan includes analyzing the impacts of land use on the circulation system and the implementation of mitigation measures. The CMP also sets standards for public transportation including optimal frequency and routing. Finally, the plan establishes a priority-based seven year capital improvement program for major transit system projects in the county.

CMPs are being prepared by the transportation commissions in each county in the southern California region. The State law omits inter-county trips from the monitoring and mitigation required as part of CMPs, but assigns a conflict resolution role to SSCAG. Because of Claremont's location on the boundary of fast-growing San Bernardino County, the City needs to be alert to policies and developments in both counties, and participate actively in SCAG's conflict resolution process. The City also needs to participate in regional discussions on congestion management techniques that may divert traffic from freeways to local streets, such as the "Smart Streets" technology.

These are Claremont's policies on Regional Circulation:

1. To work closely with the State on the widening of Base Line Road to satisfy regional transportation needs until the Route 30 Freeway is developed, while mitigating impacts on adjacent neighborhoods and creating an acceptable Claremont City street.
2. To support the development of the Route 30 Freeway.
3. To work actively with the State and neighboring cities on the future development and use of the Proposed Route 30 Freeway to minimize its adverse impact on the City.
4. To work to minimize and mitigate the effects of through traffic on City streets.
5. To comply with Federal, State and regional requirements for transportation planning and funding.

CITY CIRCULATION

The Circulation Element was last revised in 1981. Since then the population of the City has increased from 30,950 to 32,699 and the area of the City has increased from 11.0 to 12.8 square miles, with further annexation contemplated. Development in northern Claremont has increased the overall north-south flow of traffic by about 37.5 percent, particularly impacting Claremont Boulevard, Mills Avenue, Indian Hill Boulevard, Mountain Avenue and Towne Avenue. Exact Average Daily Traffic counts and comparisons for the years of 1978 and 1989 are outlined in Figure No. 10.

Indian Hill Boulevard is the only Interstate 10 interchange in Claremont, and the 1981 Circulation Element recognized that increasing freeway related traffic was affecting the surrounding residential neighborhood. Policies that were adopted in that element and implemented through a street management plan have succeeded in stabilizing the use of Indian Hill Boulevard and avoiding further impacts on the neighborhood. One of those policies was to encourage the extension of Monte Vista Avenue. Through the City's work with Montclair, Upland and San Bernardino County, there is now a full interchange at Monte Vista Avenue which is being extended to connect I-10, Foothill Boulevard and the future Route 30 Freeway. Claremont's portion of this project is to reconfigure the intersection of Claremont Boulevard and Padua Avenue (the northerly extension of Monte Vista Avenue). This project will complete the system of peripheral arterial streets that was a goal of the 1981 Circulation Element, and provide protection for the Indian Hill neighborhood.

Since 1981, there has been an increase in the student population of the Claremont Colleges, with attendant increases in parking problems in contiguous residential

neighborhoods and some increases in traffic volume. The colleges are the largest employer and generator of trips within the City.

Local school traffic also has increased and the safety of school children has become an ever more significant issue over the years. There has been an increase in elementary school population and a decline in school bus service, resulting in traffic and pedestrian safety problems adjacent to schools. Safety concerns lead more parents to drive children to school, compounding the problem. At the same time, there has been a marked increase in families where both spouses work and a general increase in driver aggressiveness, resulting in higher peak hour traffic volumes, higher vehicle speeds, neighborhood intrusion and pedestrian-cyclist safety problems. These are concerns for all pedestrians.

As discussed in the previous section, the continuing growth of communities to the east of Claremont has had great impact on east-west arterials within the City. There also has been an impact to the City due to the expansion of commercial and retail centers in the areas around the Montclair Plaza to the east, resulting in higher traffic volumes on Arrow Highway, south Mills Avenue and San Jose Avenue.

When the Route 30 Freeway is developed, Base Line Road will become a City arterial and its function may change. There may be a need and opportunity to redesign Base Line Road to make it more similar to other Claremont streets.

Street Classification

Claremont's system of City circulation consists of three street types: arterial, collector and local. These street types have different functions that determine desirable design features for them.

The main function of the arterial street is to efficiently transport large volumes of traffic from one part of the City to another. The arterial street also moves traffic between cities when a freeway does not link the two. Therefore, the arterial streets together with the freeways form a network carrying relatively long distance, high-speed traffic. There are two types of arterial streets in the City: major arterial and secondary arterial. The two designations differ in their capacity to carry traffic reflected in the size of their right-of-way and pavement width.

Because of the function of arterial streets, residential driveway access and on-street parking are not appropriate. However, many of Claremont's arterial streets are also residential streets and have residential driveway access and curb parking. These streets, including Indian Hill Boulevard, Mills Avenue, Mountain Avenue and Padua Avenue, go through established residential neighborhoods. The City needs to balance between the arterial function of the streets and protection for the neighborhoods. Neighborhood protection includes managing the arterial function of these streets, and providing safe driveway access and bicycle and pedestrian crossings.

The collector street serves two major functions. First, it must connect arterial streets to local streets. Second, it must move traffic to local shopping centers, schools, parks and between adjacent neighborhoods. The movement of traffic is the main purpose of the collector; providing access to abutting property is a secondary function. Ideally, collector streets should form a network, with no one collector extending so far that it functions as an arterial street. Some collectors in Claremont are so long that they function as arterials, resulting in speed and safety problems in residential areas. Examples of this situation, which would benefit from street management plans, including Harrison, Radcliffe and Bonnie Brae Avenues. State regulations for enforcing speed limits through the use of radar compound the problem on streets like this, by requiring the limit to be set no lower than the speed at which 85 percent of the traffic drives. Thus, as drivers exceed the speed limit, the City is forced to set it higher. Streets with significant senior populations are exempt from this State regulation, and the City has used this exemption where appropriate.

The local streets' only functions are to provide direct access to individual parcels. The local street is not designed for through traffic but should only move traffic to the nearest collector. Therefore, speeds on local streets are relatively low and on-street parking can usually be allowed. Some local streets serve industrial areas. Because of the nature of the traffic on these streets, special consideration must be given to their design beyond that given to other local streets. This includes load bearing capacity, paving widths and material, and turning radii.

The functional classification of the roads within Claremont is shown on Figure No. 11. In consideration of the above roadway classification definitions, design standards addressing pavement width dimensions have been established for residential streets, collectors, secondary arterials and major arterials, as shown on Figure No. 12.

Development Impacts

New development affects traffic circulation within and through the City. Depending on the type of project, the effects on increased traffic volumes, congestion, peak hour delays, etc., can be significant. Therefore, development must be analyzed and mitigations for its impact developed before it is allowed to proceed.

A standard means of identifying the potential traffic effects of new development is the concept of Level of Services (LOS). This system evaluates existing and post-development operating conditions both at intersections and mid-block locations. The level of service for a roadway is assigned in correlation with the volume and capacity at a mid-block location or intersection. As the traffic volume approaches the roadway capacity, the level of service decreases. There are six level of service classifications which range from "A" to "F," as described below. A visual aid in differentiating the specific levels of service is provided in Figure No. 13.

Level of Service

Description

A	Excellent operation, low volumes, no vehicles waiting through more than one cycle.
B	Very good operations. Operation speeds beginning to be affected by other traffic. Traffic queues start to form at intersections.
C	Good operation. Most drivers feel somewhat restricted. Recommended ideal design standards.
D	Fair operation. Typical design standard for peak periods.
E	Poor operation. Delays up to several minutes. Maximum traffic volumes that an intersection can accommodate.
F	Forced flow. Long queues of traffic; jammed conditions.

When an acceptable level of service cannot be maintained with a proposed development, mitigation measures should be required to meet the City's standards. These could include traffic signal improvements, additional traffic lanes and/or downscaling of the development. Although individual projects often do not have a significant or even measurable impact on City circulation, the cumulative effects of several projects eventually create a significant degradation in the level of service on City streets and the need for costly improvements to the system. The City needs a way to assess even small projects for their share of these improvements.

Both new and existing development can affect traffic safety if structures such as walls, fences and dense vegetation are placed so that they impair visibility at intersections. The City must pay constant attention to this issues to maintain the safety of its streets.

Neighborhood Issues

Because ongoing development and the inadequacy of the regional circulation system result in congestion on Claremont's arterial streets, through traffic seeks alternative routes on residential neighborhood streets. These patterns of traffic are degrading the neighborhood quality of numerous local and collector streets and creating hazards to residents and their children. Similar conditions exist along neighborhood arterials. In addition, some residential streets have been heavily impacted by non-residential parking from the Claremont Colleges, Claremont High School and various commercial areas. The City is committed to the preservation of its residential neighborhoods, and circulation policies which contribute to that goal are an important part of the General Plan.

Future hillside neighborhoods in northern Claremont are of special concern to the City. Allowable development in the hillsides will require the construction of new access roads, as well as improvements to existing roads. Early hillside developments were designed with narrow, overly steep roads with driveways inappropriately placed along collectors. These roads have had speeding problems, occasionally resulting in accidents. In addition, these roads were not constructed with regard for hillside vistas, nor was adequate emergency access always provided (e.g., north Mountain Avenue, Webb Canyon Road and Live Oak Canyon Road).

Truck Routes

A City's circulation system must accommodate truck traffic. In order to do this and still maintain the residential quality of life, it is necessary to encourage this traffic to make use of roads where the impact will be minimal. This is accomplished by designating certain roads as truck routes. Claremont's circulation system includes designated truck routes, shown in Figure No. 14, for the movement of goods to and through the community. However, some truck traffic along undesignated streets still occurs. It appears that this may be due to enforcement and signage problems rather than the inappropriateness of the designed truck routes.

These are Claremont's policies on City circulation:

1. **To encourage the use of the peripheral arterial system comprised of Towne and Monte Vista/Padua Avenues for north-south circulation.**
2. **To monitor the use of Base Line Road after it becomes a City street, and to consider design changes such as landscaped medians and operational changes such as truck restrictions, to mitigate neighborhood impacts and make it consistent with Claremont's standards for City streets.**
3. **To develop City streets according to the standards shown on Figure No. 12.**
4. **To design access to arterials to be safe and to minimize conflicts with efficient operation of the arterials.**
5. **To approve new development only if, with or without mitigation, it results in transportation facility Levels of Service (LOS) that meet the following standards:**

	<u>Daily</u>	<u>Peak</u>
Local	A	B
Collector	B	C
Secondary Arterial	C	D
Major Arterial	D	E

For intersections: Not less than the LOS specified for the largest intersecting street. If the intersection currently exists at a level of service lower than is specified as acceptable, the existing level of service shall be maintained.

6. To require that developers pay a fair share to help city-wide transportation improvements needed to mitigate the cumulative impact of traffic generated by new development.
7. To design all new intersections to meet acceptable sight-distance standards.
8. To design hillside roads to provide safe access and to have minimum adverse impacts on the natural environment.
9. To apply special techniques to maintain the livability and quality of residential neighborhoods that are impacted by traffic.
10. To maintain Padua Avenue as a two-lane arterial rather than being widened to provide additional access to mountain resorts.
11. To maintain and enforce use of a preferred truck route network for trucks that meet the City's weight criteria.

PUBLIC TRANSPORTATION

The public transportation component of the Circulation Element addresses motorized modes of transportation other than the private automobile. It includes privately owned air, rail and bus services, as well as public transit and paratransit.

Claremont citizens have consistently supported initiatives to provide better public transportation. In addition, demands of the California Clean Air Act, the Regional Air Quality Management Plan, the Regional Growth Management Plan and the Regional Mobility Plan are such that all modes of public transit must be expanded and actively promoted.

Air Transportation

Claremont is currently affected by three airport facilities. Ontario International Airport, located in the City of Ontario, serves the growing passenger and cargo transportation needs of the eastern section of the Los Angeles metropolitan area. Cable Airport, located in the City of Upland, and Brackett Field, located in the City of La Verne, serve the general aviation needs of the area with commuter plane service and private plane operations and service.

Ontario International Airport currently services two million passengers per year and is expanding its current capacity of six million passengers to an anticipated capacity of twelve million passengers per year by 1995. Air cargo service is also growing as the Inland Empire develops, with United Parcel Service (UPS) now operating daily flights until 11:00 p.m. The proximity of these services is beneficial to residents and businesses in Claremont and the region. These benefits do not come without some costs, however.

Claremont is affected by noise from Ontario air traffic during Santa Ana wind conditions when flight patterns are directly over the City. In addition, ground transportation to the airport is a significant factor in regional circulation needs.

Cable Airport is a privately owned public use airport located in northwest Upland. In 1980, the number of aircraft based at Cable Airport approached 350. The actual number of aircraft operations that same year was 170,000. It is projected that both based aircraft and annual operations will increase incrementally such that, by the year 2000, there will be 460 based aircraft and a peak annual capacity of 209,000 operations.

The Claremont Colleges and some residents along the City's eastern boundary are affected by noise from Cable Airport operations. These impacts generally are the result of pilots not following the approved flight path for takeoff. Cable Airport does not fall under Federal Aviation Administration (FAA) regulations and has no tower, and there is limited enforcement of the approved flight paths.

As defined by the Aviation Safety Section of the County of San Bernardino's General Plan, the northeast corner of Foothill Boulevard and Claremont Boulevard in Claremont is situated in areas defined as Safety Area 1 and Safety Area 2 for Cable Airport. Restrictions on land use are associated with these safety areas. Any development which would result in large concentrations of people (more than 100 persons) must be considered very carefully and may be unacceptable.

Brackett Field is owned by the County of Los Angeles and serves the aviation needs of parts of Los Angeles, Orange, Riverside and San Bernardino counties. It is a general aviation airport that enplanes less than 2,500 annual passengers and is used exclusively by private and business aircraft that do not provide common-carrier passenger service.

The present state of development of Brackett Field has reached the point where its capacity to accommodate existing and additional demand is impaired. A comprehensive 20-year Airport Master Plan has been commissioned by the county and preliminary studies are now underway. As part of this effort, the county is considering increasing helicopter operations at Brackett Field, which already is an active center for helicopter training. Although very little area within Claremont is now affected by Brackett Field, future expansion or increased activities could result in greater impact on the City.

The separation of the flight paths of small private and commuter plans from the larger national/international passenger carriers is a concern where airports for the various types of service are in close proximity. The City currently pursues a policy of cooperation with neighboring governments in the development and support of regional controls, and the monitoring of airport operations and flight patterns to protect the safety and quality of life of its citizens.

Bus Transportation

Inter-regional bus transportation is provided by the Greyhound lines. A bus terminal is located on the east side of Indian Hill Boulevard immediately south of the San Bernardino Freeway (I-10). Direct service is available to Los Angeles and cities in Riverside and San Bernardino counties. Connections can be made to cities throughout the continental United States served by Greyhound.

Regional fixed-route bus service is provided by Foothill Transit which replaced the Rapid Transit District (RTD) in eastern Los Angeles County in 1988. There are two lines through Claremont providing service between Pomona and Pasadena and between Montclair and Hacienda Heights. These lines also serve as local fixed-route bus service for Claremont.

The Foothill Flyer provides commuter service between Claremont and Pasadena with a series of stops in between. The service uses Foothill Boulevard through La Verne to the Foothill Freeway (I-210) into Pasadena. Caltrans is scheduled to complete construction of a high-occupancy vehicle (HOV) lane along the Foothill Freeway which will decrease the travel time of the Foothill Flyer and enhance its use by commuters.

Foothill Transit also provides service to Montclair Transit Center where passengers may transfer to OmniTrans buses for points in San Bernardino County and connections to RTD services in Los Angeles County. The Montclair Transit Center also provides park-and-ride services for regional express bus services, as does Caltrans' park-and-ride facility in Pomona. Finally, Foothill Transit has plans to provide feeder service to the Claremont Depot Transit Center and the commuter rail line that will stop there.

Claremont's local transit service is also provided by Foothill Transit, with lines that provide service to El Roble Intermediate School, Claremont High School and neighboring communities.

Local paratransit in Claremont is provided by the Pomona Valley Transportation Authority (PVRTA). The PVRTA is a joint powers authority formed by the cities of Claremont, La Verne, Pomona and San Dimas. The service consists of the Valley Connection, which is a general public Dial-a-Ride, and Get About, which serves the elderly and handicapped.

The Valley Connection provides door-to-door service within Claremont and to the Montclair Transit Center. Lift-equipped vans are used. The Get About service provides transportation for senior citizens and the disabled. It provides door-to-door transportation with shared riding. Most of the vehicles are wheelchair accessible. Direct service to the Montclair Plaza and Doctors Hospital of Montclair is available. Connections can be made to the Southern California Rapid Transit District system, OmniTrans Dial-a-Lift (San Bernardino County), Glendora Mini-Bus and West Park Dial-a-Ride (West Covina and Baldwin Park) services.

Claremont is also served by Metro Access, a curb-to-curb transportation service serving fifteen cities and the unincorporated county areas in the East San Gabriel Valley. This service is available to persons with disabilities that prevent them from using an accessible fixed-route bus system. Metro Access is provided by PVRTA as a requirement under the Americans with Disabilities Act of 1990.

While the school population of the City of Claremont has increased, the district has significantly decreased its school bus service. In addition, the Claremont Unified School District has an open enrollment policy under which children may attend a school other than the one in their neighborhood. Although Foothill Transit and the Valley Connection fill some of the school transportation need, there has been an increase in daily automobile trips transporting children to school. These trips add to overall traffic congestion and to safety problems for those children who walk or ride bicycles to school.

Rail Transportation

One major freight and passenger track, the Atchison, Topeka and Santa Fe Railroad, passes through Claremont in an east-west direction immediately south of First Street. Amtrak and the Southern Pacific Railroad's freight operations also use this line. There are four grade crossings in the City: Cambridge Avenue, Indian Hill Boulevard, College Avenue and Claremont Boulevard. The Santa Fe line averages eight trains per day for both freight and passenger traffic.

At the present time, there is no passenger service to Claremont. Amtrak currently offers infrequent service to Los Angeles Union Station, Chicago and New Orleans with the nearest station in Pomona at Garey Avenue.

The counties of Los Angeles, San Bernardino, Riverside, Ventura and San Diego, as the Southern California Regional Rail Authority, have plans to implement commuter rail service between San Bernardino and Los Angeles. While the operational aspects of this service are still being developed, Claremont has been identified as a passenger skip stop. This means that a select number of trains would stop at Claremont. The rail platform will be located at the train depot in the Village with long-term parking being provided at a 300-space parking lot to be constructed on the southeast corner of First Street and College Avenue. Initial rail service is expected to begin in late 1992.

In addition, light rail within the Route 30 Freeway corridor is currently under study. Claremont has supported light rail as another means of minimizing freeway traffic and its impacts on the community, as well as improving air quality.

These are Claremont's policies on Public Transportation:

1. To encourage convenient public transit service between Ontario and Los Angeles International Airports and Claremont. (AQ)
2. To support and encourage alternate privately-owned, public-use transportation.
3. To monitor air traffic patterns and growth at Ontario International Airport and its impact on Claremont.
4. To monitor the air traffic patterns and future growth of Cable Airport and their noise, safety and land use impacts on Claremont.
5. To monitor the air traffic patterns and future use, growth and development of Brackett Field and the recommendations of the Brackett Field 20-Year Airport Master Plan.
6. To promote convenient, clean, safe and efficient public transit not only to serve transit dependent riders, but also to attract discretionary riders as an alternative to reliance on single occupant automobiles. (AQ)
7. To support commuter and light rail service to Claremont. (AQ)
8. To work actively to see that public transportation is part of every regional transportation corridor.

NON-MOTORIZED TRANSPORTATION

Non-motorized circulation pertains to the pedestrian, bicyclist and equestrian. In the past, these modes of travel may have been more important for getting around the Village or for recreation than for transportation. With reduced school bus service, current concerns regarding congestion and air quality, and regional goals to reduce trips by motorized vehicles, the importance of non-motorized transportation in the City's overall transportation system is increased. Facilities for these modes of transportation are needed to provide for trips from home to schools, jobs and shopping. In addition, Claremont is now planning for public use of the hillside open space, where these modes of travel will be the primary form of access and recreation.

Commuter and school-related auto traffic causes congestion on local streets and conflicts with bicycle and pedestrian traffic around the schools. All the schools, from elementary through high school, have been identified as having pedestrian, bicycle and

auto-related safety problems. It is important for the City to find ways to provide adequate and safe facilities for pedestrians and bicyclists near schools, parks and the college campuses, as well as in the Village, so that fewer vehicle trips and more non-motorized trips are made to these destinations.

Pedestrians

Whether walking, jogging or hiking, pedestrians are constantly forced to compete with vegetation, bicycles and automobiles. Physically handicapped pedestrians, in wheelchairs or on foot, have special needs that must be considered in transportation planning. Many of Claremont's residential neighborhoods and the Village provide pleasant walking environments, but pedestrian travel could be increased and made safer. Improvements that should be considered include maintenance of sidewalks and vegetation; completing pedestrian connections between residential areas, schools and employment centers; construction of additional sidewalk ramps for the handicapped; and provision of other amenities such as benches, lighting and signals, including audible signals.

Bicyclists

Bicycling is an increasingly popular form of recreation as well as transportation. Claremont has a bicycle facilities plan, shown in Figure No. 15. In addition to routes, this plan designates "potential bicycle priority zones." These zones are areas where safe bicycle travel is especially important, and some flexibility in maintaining the City's standards for motor vehicle traffic may be helpful. For example, some bicycle routes are on streets where the number of travel lanes or on-street parking conflict with safe bicycle travel. In a bicycle priority zone, the City would have the option of overriding its standards for motorized vehicles in order to provide a better bicycle route. This already has been done on College Avenue. Consideration also should be given to reducing bicycle conflicts with automobiles and pedestrians at destinations such as employment and transit centers. Secure bicycle storage also should be provided to encourage bicycle commuting.

Equestrians

Although equestrian trails are not significant for transportation purposes, they do provide a recreational resource. Claremont is not an equestrian-oriented community, but there is one equestrian neighborhood with easements for trails, as well as a system of trails in the Rural Residential area. The best opportunity for expanding the equestrian trail system and linking with regional trails is in the hillsides. It is anticipated that hillside trails will be shared by equestrians, bicyclists and hikers, and provisions will need to be made to promote compatibility among these users.

These are Claremont's policies on Non-Motorized Transportation:

1. To provide safe and convenient pedestrian and bicycle facilities for transportation and recreation. (AQ)
2. To allow modifications to the City's standards for motor vehicle level of service and standard street sections in areas designated as "potential bicycle priority zones," if such modifications will increase bicycle safety and use. (AQ)
3. To provide equestrian trails in the rural and hillside areas.

PARKING

Parking in the Village has long been an issue for the City. On-street parking in the retail area of the Village, which includes parts of Yale and Harvard Avenues north of First Street and south of Bonita Avenue, is heavily used. The City and Redevelopment Agency have used in-lieu fees and tax increment funds to increase the number of off-street parking lots to five. Although many of these spaces are also heavily used, others are not, and there is an adequate number of parking spaces for the existing commercial space in the Village. Except for peak need times, such as Saturdays and the holiday shopping season, parking is generally available. At peak times, it may be difficult to find parking in the most convenient location, because the distribution of spaces does not match the need very well, and some employees use the more convenient spaces.

The Village's characteristics of small, separately owned parcels with high building coverage make it difficult to increase parking significantly. This is often a constraint on new development or intensification of commercial use in the area. To allow the village to grow along with the community while remaining an attractive environment, adequate parking must be developed in a sensitive manner.

In most other commercial and institutional centers of the City, adequate off-street parking is available. However, there are significant exceptions where cars have begun to intrude into neighboring residential areas to obtain parking. This is particularly true of residential neighborhoods contiguous to the Griswold's Center, the Claremont Colleges and the Claremont High School. The situation at Griswold's and the colleges appears to be that, although off-street parking lots provide a sufficient number of spaces, they are not located in close enough proximity to the facilities that attract cars. The situation at the high school appears to be a result of the school district's compliance with the AQMP by attempting to reduce ridership through the reduction of parking spaces on campus. Where on-street parking in residential neighborhoods is a problem, the City should consider solutions such as parking time restrictions at key locations and residential parking permit programs.

There is a need for some additional parking in Historical Claremont and other residential areas, as extended families living together and the rental of homes to groups of adults results in more cars per household than zoning standards anticipated. Similar needs

arise from the rental of unpermitted second units in single family areas. Although the City wishes to discourage such units, legitimate parking needs in residential areas should be addressed.

The AQMP suggests that cities in the region adopt and implement parking management plans. The goal is to help reduce transportation source emissions by inducing shifts in transportation modes, developing incentive plans to increase car occupancy and reducing on-site parking spaces. However, the City must take care that such plans do not simply shift parking to contiguous residential neighborhoods without substantially reducing automobile usage.

These are Claremont's policies on Parking:

1. **To develop and implement joint City/Redevelopment Agency plans to provide parking that will allow for growth in the Village without harming its physical character.**
2. **To address the increasing legitimate parking needs in residential areas.**
3. **To protect residential neighborhoods from the parking impacts of institutions, offices and commercial uses.**
4. **To consider parking programs, such as park-and-ride facilities, preferred parking for car and van pools, etc., which discourage reliance on single occupant vehicle trips. (AQ)**

IMPLEMENTATION MEASURES

Claremont intends to implement its Transportation and Circulation policies by pursuing the following actions. The City's ability to do so will depend on the availability of financial and other resources.

Air Quality

- A. Prepare and adopt an Air Quality Element and adopt a transportation demand management ordinance. (AQ)

Regional Circulation

- A. Continue to work with the state to design Base Line Road's widening with mitigations addressing the impacts on existing residences along the route.
- B. Continue to work with state and regional agencies to secure funding for a mitigated Route 30 Freeway.

- C. Pursue the following Route 30 Freeway issues with the state:
- Mitigating the impacts of a widened Base Line Road and the freeway being in close proximity;
 - Building the freeway below grade through all of Claremont;
 - Constructing continuous soundwalls through Claremont;
 - Extensive use of landscaping along freeway right-of-way;
 - Maintaining neighborhood identity and community cohesion;
 - Prohibiting or limiting large trucks on freeway;
 - Developing not just a freeway but a transportation corridor that includes facilities such as high-occupancy vehicle (HOV) lanes and light rail. (AQ)
- D. Monitor the Congestion Management Plans (CMPs) in both Los Angeles and San Bernardino Counties, and participate in the Southern California Association of Governments' (SCAG) conflict resolution process and other processes.
- E. Participate in the development of regional congestion management techniques, such as the "Smart Streets" program, to prevent the routine use of local streets for through traffic
- F. Monitor development proposals in neighboring jurisdictions and work with those jurisdictions to limit their traffic impacts on Claremont.
- G. Support programs such as ride sharing and telecommuting to reduce the use of single occupant vehicles. (AQ)
- H. Adopt and implement Los Angeles County's Congestion Management Plan. (AQ)
- I. Adopt and implement the Los Angeles County Transportation Commission's (LACTC) 30-Year Plan. (AQ)

City Circulation

- A. Reconfigure the intersection of Padua Avenue and Claremont Boulevard to complete the peripheral arterial system when the Foothill East are is developed.
- B. Require appropriate right-of-way dedications and street improvements of all new developments consistent with this element.
- C. Discourage direct access of new residential properties onto arterial streets.
- D. Work with residents on arterial streets to improve the safety of their access onto arterial streets.

- E. Analyze proposed development through the review of traffic studies or impact reports. Such studies should address the area impacted by the development as well as key points of destination such as schools, shopping centers and freeways, including the expected routes to these destinations.
- F. Require that all feasible mitigation measures to meet the minimum Level of Service (LOS) for new development be in place or funded prior to project occupancy. (AQ)
- G. Establish development impact fees for City-wide transportation improvements.
- H. Require acceptable sight distances on new intersections and monitor existing intersections to determine whether redesign should be undertaken.
- J. Establish priorities to correct situations where road safety is impaired by poor visibility.
- K. Require a minimum of two means of access to hillside developments, or other means of providing safe egress in the event of an emergency and access for emergency vehicles.
- L. Develop width and grade standards for hillside access roads that discourage long, steep roads and maximize driveway visibility.
- M. Discourage driveways on steep collector roads.
- N. Discourage the use of minor residential streets by through traffic.
- O. Develop traffic calming plans to protect neighborhoods from high traffic volumes and excessive speeds, and protect bicyclists and pedestrians. These plans may consider items such as speed bumps, pavement changes, signal timing, narrowing of roadway entrances. etc., and should consider the potential impacts from increased traffic on nearby streets.
- P. Encourage aesthetic street improvements, appropriate landscaping and surface improvements, particularly on neighborhood-oriented streets, to enhance driver awareness and to serve as disincentives to excessive speeds.
- Q. Explore and support the legality and feasibility of establishing speed limits below those set by the prevailing speed (85th percentile) rule on City streets passing through residential neighborhoods, retirement communities, schools, parks and other areas with heavy pedestrian and bicycle use.
- R. Work with Caltrans on signage that discourages the use of Padua Avenue for mountain resorts.

- S. Install uniform truck regulation signs to encourage the use of designated truck routes.
- T. Work with businesses that dispatch trucks to Claremont to see that they follow adopted truck routes.

Public Transportation

- A. Support legislation to limit the flight activity from Ontario International Airport over Claremont.
- B. Continue to monitor and support the 150 Study prepared by the Federal Aviation Administration and the Los Angeles Department of Airports that limits flight patterns, noise levels, flight time periods and type of aircraft for Ontario International Airport. The City shall also encourage the completion of other airport studies that consider the impacts on Claremont.
- C. Monitor changes in the future use, growth and development of Cable Airport that would result in revisions to the defined safety areas, particularly that area situated at the northeast corner of Foothill Boulevard and Claremont Boulevard.
- D. Work with other jurisdictions in the region to monitor airport operations and flight patterns, to protect residents from noise and crash hazards.
- E. Review annually the City's expenditure of transportation funds (Proposition A and Proposition C) to ensure that the policies of this element are being implemented. (AQ)
- F. Convert the Claremont Depot to a transportation center serving users of commuter rail, buses, paratransit, and car/van pools. (AQ)
- G. Continue to participate with regional transit agencies and the Claremont Unified School District to develop fixed route bus service throughout the City and region on a regularly scheduled basis. These services should provide transportation to major commercial, employment, school and special event destinations. (AQ)
- H. Continue to encourage convenient public transit service to the rail station at Garey Avenue in Pomona if Amtrak service is continued. (AQ)
- I. Continue to support the preservation of railroad rights-of-way as they become available for the development of future rail service and other suitable purposes. (AQ)
- J. Continue working with the Southern California Regional Rail Authority to provide commuter rail service with a stop in Claremont. (AQ)

- K. Support development of a light rail line in the Route 30 Freeway corridor, and investigate appropriate sites for a stop on this line. (AQ)

Non-Motorized Transportation

- A. Protect pedestrian safety through maintenance of sidewalks, public and private vegetation, crosswalks and streetlights. (AQ)
- B. Install new streetlights where needed, consistent with the adjacent land use. (AQ)
- C. Install crosswalks at intersections only, unless special circumstances warrant a mid-block installation.
- D. Consider installing a median on Base Line Road when it becomes a City facility, to provide safer pedestrian crossings.
- E. Consider the special needs of the physically handicapped when planning and improving pedestrian routes.
- F. Make the provision of pedestrian connections between residential areas and schools and employment centers a priority in sidewalk improvement projects. (AQ)
- G. Adjust traffic signals to provide adequate time for pedestrians, especially along school routes and in areas frequented by senior citizens. (AQ)
- H. Require that new public and private development be designed with easy access for pedestrians and bicyclists and include bicycle parking or storage facilities. (AQ)
- I. Re-evaluate the City's bicycle master plan and ensure that it includes a complete inventory of existing routes and support facilities, analysis of potential routes and connections to regional trail system, identification of routes to be developed or improved in the future, standards and criteria, and acquisition and implementation techniques. (AQ)
- J. Include bicycle trails designated on the master plan in the design of all new or reconstructed streets. (AQ)
- K. Include pedestrian and bicycle facilities among the transportation improvements that may be used to mitigate traffic and air quality impacts of new development and for which developers may be required to pay impact fees. (AQ)
- L. Preserve rights-of-way as they become available for the development of bikeways. (AQ)

- M. Provide adequate signs for bicycle routes. (AQ)
- N. Work with the Claremont Unified School District to develop, protect and encourage the use of safe routes to school, and to provide crossing guards at warranted intersections. (AQ)
- O. Design hillside trails for safe joint use by equestrians, bicyclists and hikers.
- P. Plan hillside equestrian trails to provide connections to the regional trail system.

Parking

- A. Enforce parking time limits and encourage parking turnover in the Village so that there is sufficient parking for customers and to discourage automobile use for home to work trips. (AQ)
- B. Enforce truck loading and unloading regulations in the Village.
- C. Develop and implement plans to discourage on-street parking in residential areas by students, employees and shoppers who use nearby institutions, offices and commercial establishments. These plans may include methods such as parkign permits and restricted parking.

FIGURE #9

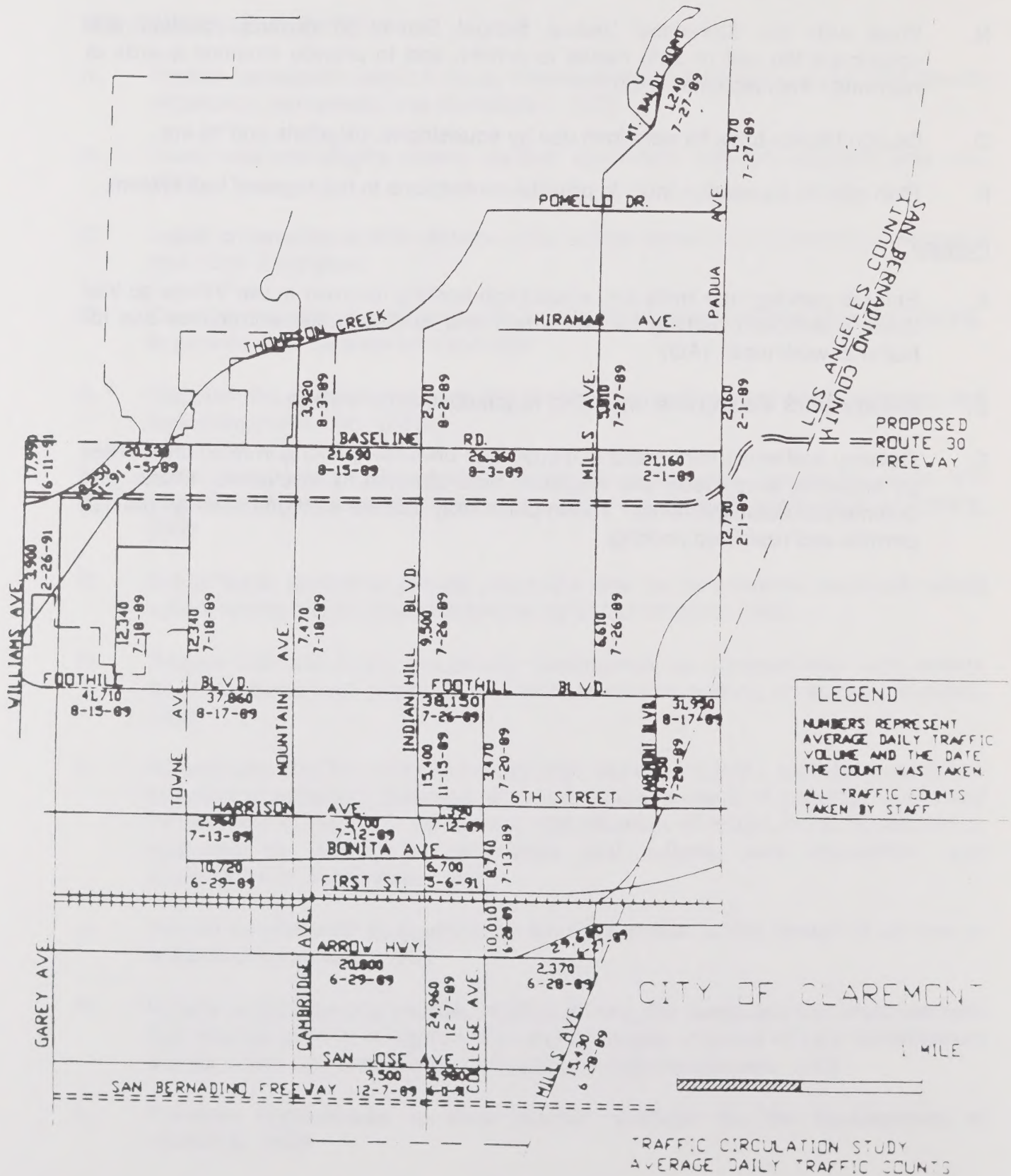


FIGURE #10

COMPARATIVE AVERAGE DAILY TRAFFIC (ADT)
TOTAL AND THROUGH VOLUMES
FOR EAST-WEST STREETS

TOTAL VOLUME

<u>Road</u>	<u>1978 ADT</u>	<u>1989 ADT</u>	<u>Total Increase</u>
Base Line Road	7,700	21,160	175%
Foothill Boulevard	24,600	38,150	55%
Arrow Highway	11,600	20,800	79%

THROUGH VOLUME

<u>Road</u>	<u>1978 ADT (% of Total)</u>		<u>1989 ADT (% of Total)</u>		<u>Total Increase</u>
Base Line Road	1,800	(23%)	8,464	(40%)	370%
Foothill Boulevard	5,000	(20%)	11,445	(30%)	129%
Arrow Highway	1,800	(15%)	5,616	(27%)	212%

COMPARATIVE AVERAGE DAILY TRAFFIC (ADT)
VOLUMES
FOR NORTH-SOUTH STREETS

<u>Road</u>	<u>1978 ADT</u>	<u>1989 ADT</u>	<u>Percent Increase</u>
Towne Avenue	9,700	12,340	27%
Mountain Avenue	5,100	7,470	46%
Indian Hill Blvd. s/o Arrow Hwy.	18,800	24,960	33%
Indian Hill Blvd. s/o Foothill Blvd.	13,800	15,400	12%
Indian Hill Blvd. n/o Foothill Blvd.	9,000	9,500	6%
College Avenue	4,600	8,740	90%
Mills Avenue s/o Arrow Hwy.	6,100	15,430	153%
Mills Avenue n/o Foothill Blvd.	3,800	6,610	74%
Claremont Boulevard	12,600	14,350	14%

IV/1-26

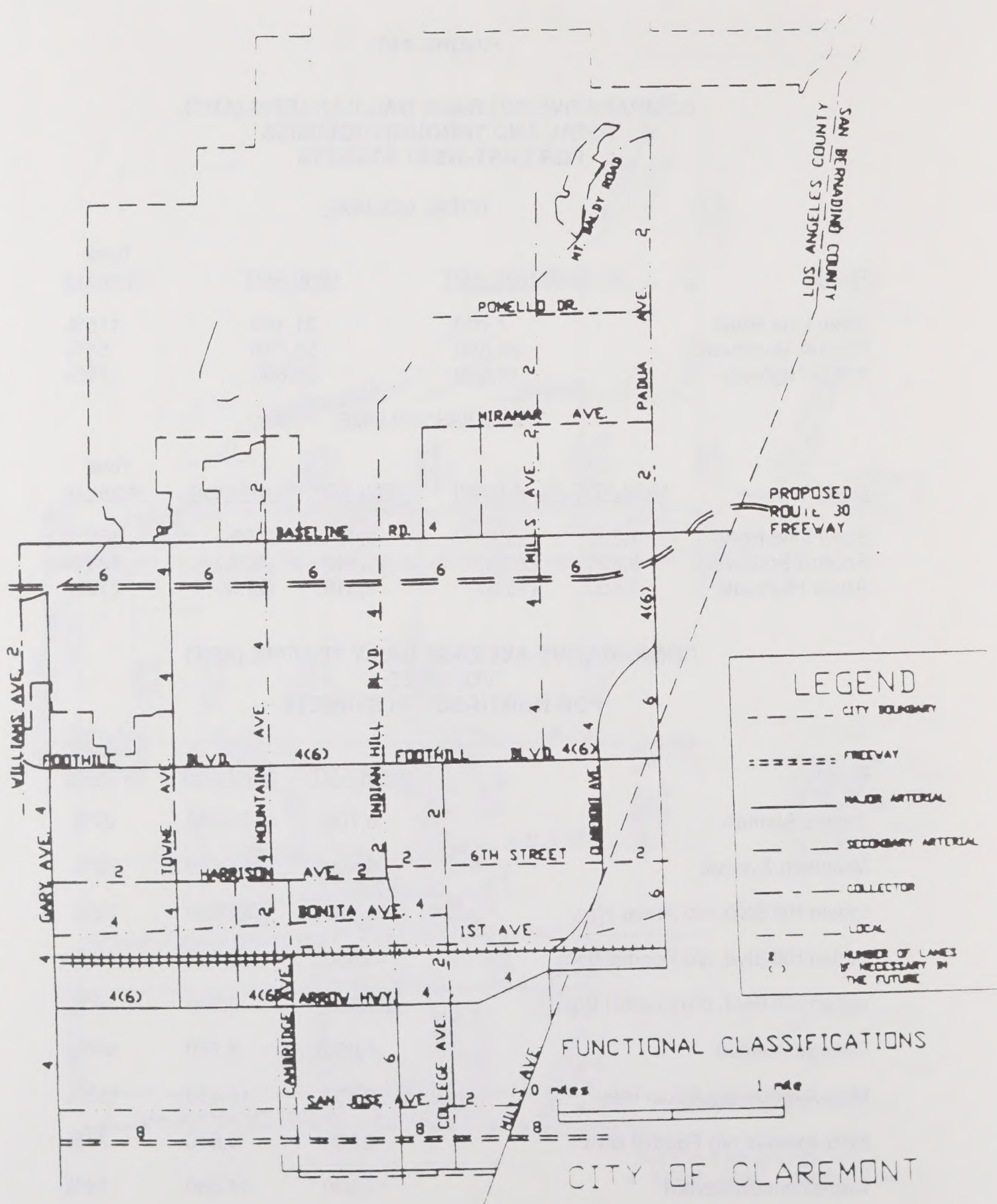
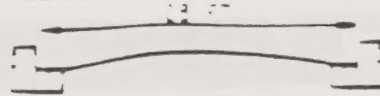
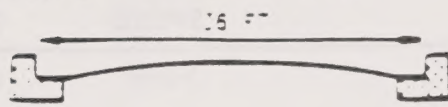


FIGURE #12

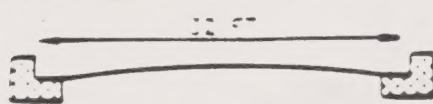
RESIDENTIAL - NO PARKING



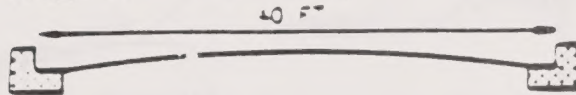
RESIDENTIAL - WITH PARKING



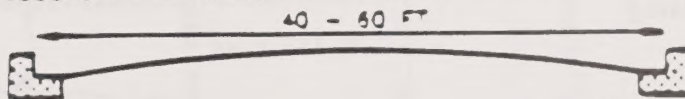
COLLECTOR - NO PARKING



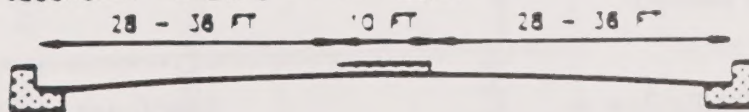
COLLECTOR - WITH PARKING



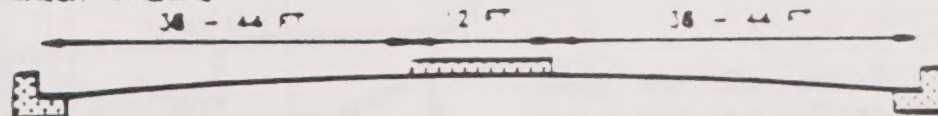
SECONDARY ARTERIAL



SECONDARY ARTERIAL - WITH MEDIAN



MAJOR ARTERIAL

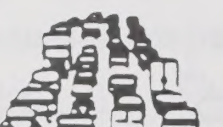


NOTES

1. TOTAL RIGHT-OF-WAY WIDTH WILL VARY DEPENDING UPON PARKWAY REQUIREMENTS
2. STREETS DESIGNATED FOR ON-STREET BIKE PATHS WILL REQUIRE AN ADDITIONAL 3 FT OF PAVEMENT
3. MAXIMUM STREET GRADE SHALL BE 8 PERCENT
4. ALL STREETS SHALL HAVE A MINIMUM 2 PERCENT CROSSFALL
5. CURB AND GUTTER, PAVEMENT THICKNESS, AND STRIPING SHALL BE AS SPECIFIED BY THE CITY ENGINEER

CITY OF CLAREMONT
DESIGN STANDARDS

FIGURE #13

LEVELS OF SERVICE (LOS)			
LEVEL OF SERVICE	TECHNICAL DESCRIPTORS		
	FLOW CONDITIONS	DELAY SPEED	SERVICE RATING
A 	Highest quality of service. Free traffic flow, low volumes and densities. Little or no restriction on maneuverability or speed.	None	Good
B 	Stable traffic flow, speed becoming slightly restricted. Low restriction on maneuverability.	None	Good
C 	Stable traffic flow, but less freedom to select speed, change lanes, or pass. Density increasing.	Minimal	Adequate
D 	Approaching unstable flow. Speeds tolerable but subject to sudden and considerable variation. Less maneuverability and driver comfort.	Minimal	Adequate
E 	Unstable traffic flow with rapidly fluctuating speeds and flow rates. Short headways, low maneuverability and low driver comfort.	Significant	Poor
F 	Forced traffic flow. Speed and flow may drop to zero with high densities.	Considerable	Poor

SOURCE: LOS ANGELES COUNTY TRANSPORTATION COMMISSION

FIGURE #14

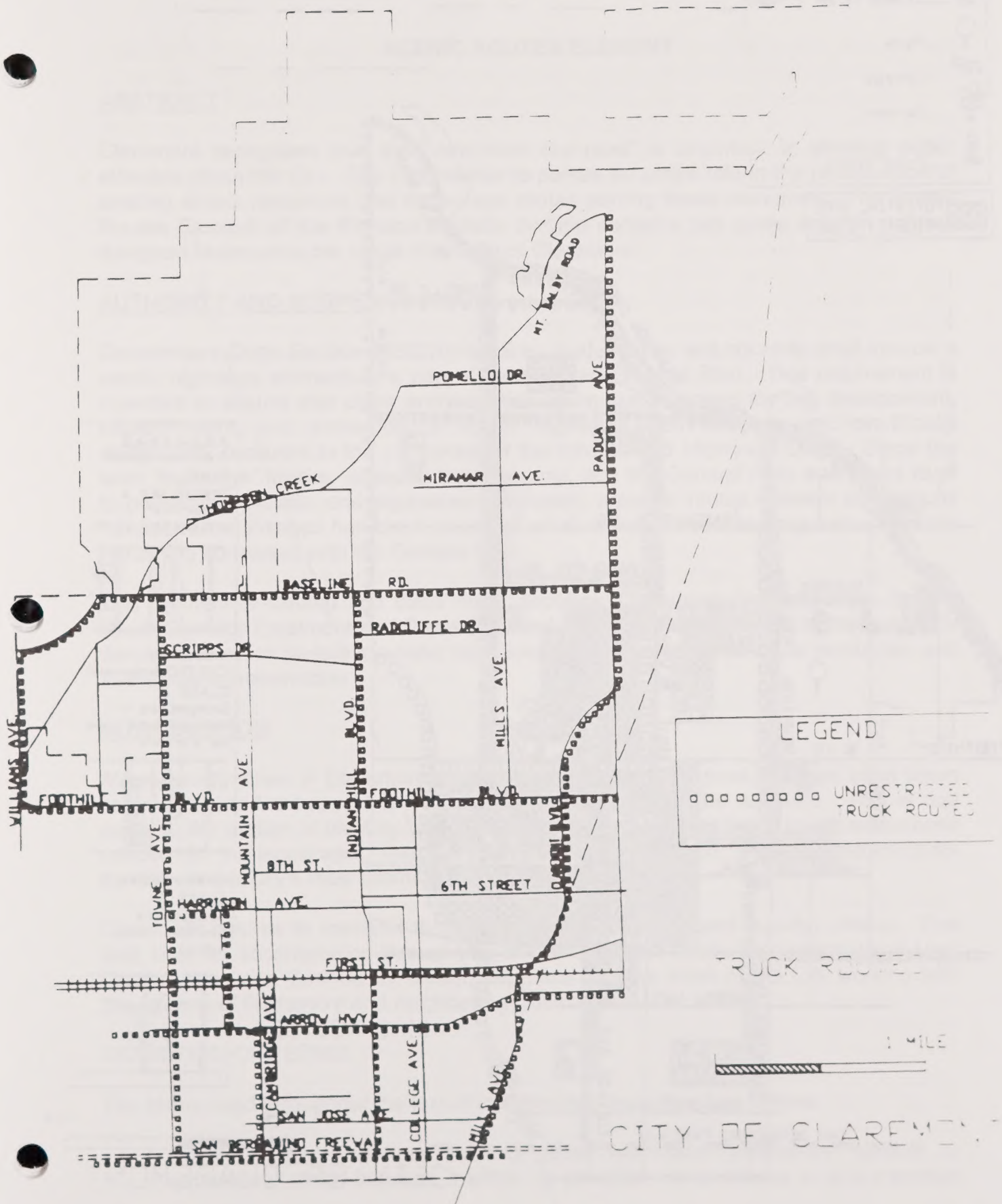
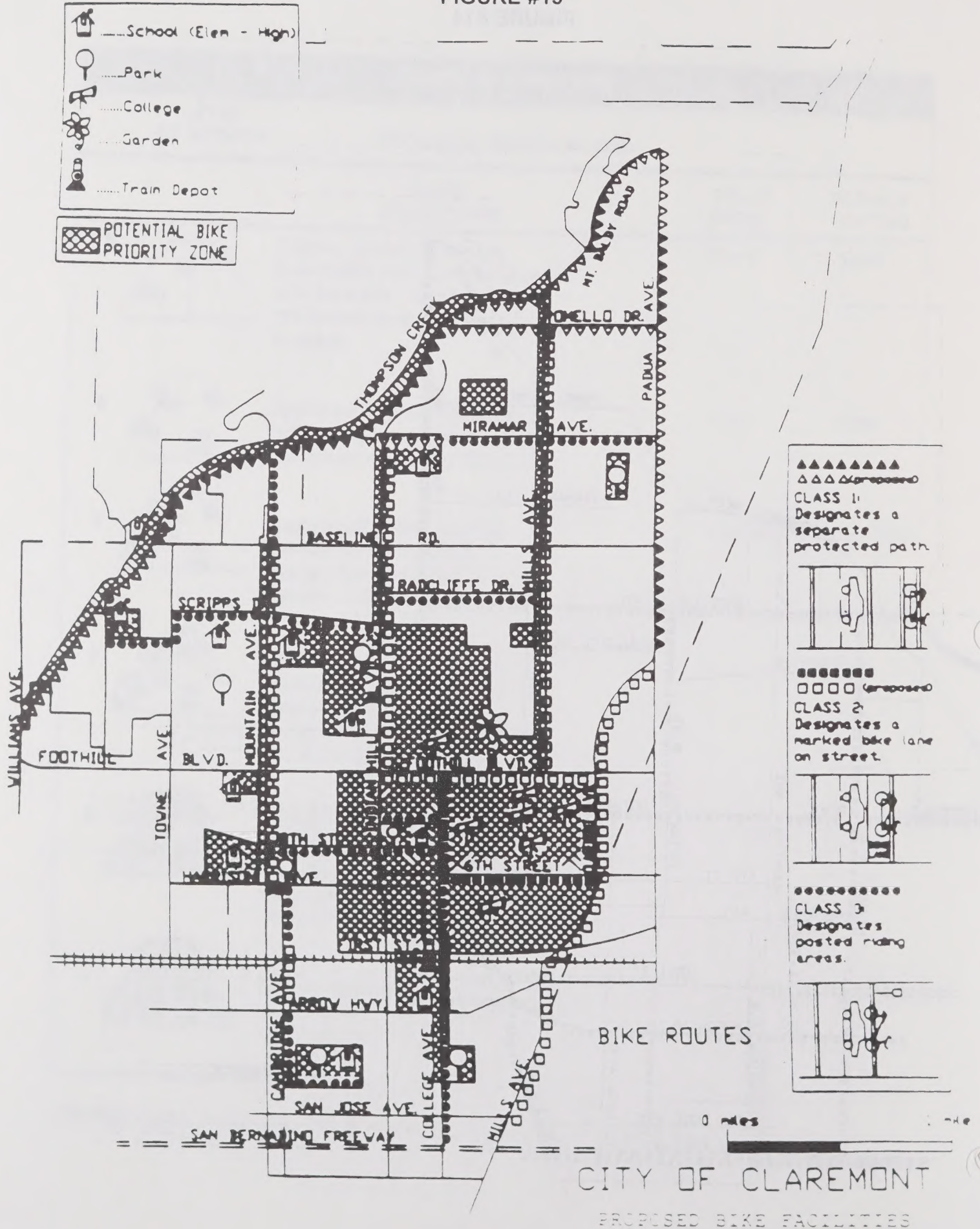


FIGURE #15



SCENIC ROUTES ELEMENT

ABSTRACT

Claremont recognizes that the "view from the road" is important in shaping public attitudes about the City. The City intends to pursue an active role in the preservation of existing scenic resources and the access routes serving these resources. The Scenic Routes Element of the Physical Mobility Section contains two goals and ten policies designed to preserve the visual character of Claremont.

AUTHORITY AND SCOPE

Government Code Section 65302(h) requires that all cities and counties shall include a scenic highways element as a part of the required General Plan. This requirement is intended to assure that cities and counties recognize the need for the development, establishment, and protection of scenic highways, both officially and unofficially designated, pursuant to the provisions of the Streets and Highways Code. Since the term "highways" implies vehicular linkages only, and the General Plan addresses itself to pedestrian, bicycle, and equestrian circulation, a scenic routes element covering all transportation linkages has been prepared which satisfies the state requirements while remaining consistent with the General Plan.

This element is divided into three major sections: Claremont Scenic Routes, Scenic Route/Corridor Treatment and Protection, and Implementation. These sections include discussions which pertain to scenic route location, conservation of visual resources, and scenic route preservation.

INTRODUCTION

Almost every street in Claremont is a scenic route because great care has been taken to preserve and enhance the view of the community from the roadside. This is due partly to the design of the City, which includes many parks, and to a public and private concern for the landscape. The San Gabriel Mountains, which serve as a backdrop for the City, is the City's most dramatic visual resource.

Claremont desires to maintain the beauty of scenic routes and beautify others. This task shall be accomplished through the coordinated use of the Circulation, Land Use, Open Space, and Community Design Elements and the effort of the City working with the citizens of Claremont and neighboring cities.

DEFINITION OF TERMS

The terms used throughout the text of this element are defined as follows:

Scenic Route – Defined as any route (vehicular, pedestrian, bicycle, or equestrian) which because it either 1) provides visual access to any important

scenic resource (man-made or natural), or 2) represents in itself an important component of Claremont's visual identity, due to the degree of public use or exposure, warrants special attention to aspects of visual aesthetics.

Scenic Corridor – Defined as the visible land area outside of the highway right-of-way which realistically can be protected or preserved through land use control.

Officially Designated Scenic Highway – Defined as a state or county route which has a scenic corridor protection program that has been approved by the California Department of Transportation (CalTrans), shown on official publications, and posted with state poppy signs.

Local Scenic Highway – Defined as a segment of a state highway or local road or street which the local government determines is of scenic significance, but which does not qualify for state designation.

GOALS

The purpose of the scenic routes element is to accomplish the following general goals through policies and implementation measures.

IT IS THE GOAL OF THE CITY OF CLAREMONT TO PROVIDE ...

AESTHETICALLY PLEASING VEHICULAR AND NON-VEHICULAR ENVIRONMENTS.

AN ORDERLY MEANS OF PRESERVING SCENIC ENVIRONMENTS WHICH CLAREMONT VALUES.

GENERAL POLICIES

Claremont's scenic routes are considered from two vantagepoints. First is the location of the routes; second is the method of treatment and preservation.

CLAREMONT SCENIC ROUTES

Presently Claremont has no officially designated scenic highways. However, the extension of the Foothill Freeway from its present terminus in La Verne through to the City of San Bernardino is noted by the Los Angeles County General Plan as a Scenic Route with the potential for official state designation.

Although not officially designated by the state, many of Claremont's highways are scenic routes. Of all existing streets in Claremont, particular attention has focused on the landscape of the City's north/south streets because of the dramatic view of the mountains. For this reason, the following streets will be treated as scenic routes: Indian Hill Boulevard, Padua Avenue, Mills Avenue, Towne Avenue, Claremont Boulevard,

Mountain Avenue, and College Avenue. Because of their function as regional connectors traversing the City from east to west, Foothill Boulevard, Base Line Road, and Arrow Highway will also be treated as scenic routes through a visual enhancement program coordinated with the efforts of neighboring communities. First Street, Bonita Avenue, and Harrison Avenue have been identified as scenic routes because of their association with the Village, and should receive appropriate consideration. In addition to the streets specifically mentioned, all existing and proposed access routes to the foothills will be developed as scenic routes to ensure the maximum view as well as provide for the safe, efficient flow of traffic.

1. **The City shall promote the development of streetscapes which are attractive and interesting with an emphasis on attractive residential, urban, or natural resources rather than on the functional aspects of the road.**
2. **The City shall promote the development of a scenic routes program which is coordinated with neighboring communities and is designed to preserve the scenic qualities of highways passing through Claremont.**

SCENIC ROUTE/CORRIDOR TREATMENT AND PROTECTION

The protection of scenic routes/corridors begins with the protection of existing natural features, such as topography, stands of trees, and other plant material of substantial scenic value. Since much of Claremont's scenic beauty comes from the mountains and trees, it is appropriate to discourage the scarring of the natural land contour and the removal of trees. When land scarring is unavoidable, natural vegetation should be used to blend it into the natural landscape.

The visual quality of scenic corridors is also strongly influenced by adjacent land uses. Conflicting land uses often draw attention away from exceptional views thus producing a negative effect on the area. In order to soften these effects, the screening of such uses from roadside view and the regulation of building heights and setbacks are most effective. Compatible screening may include the use of landscaping, grading, or attractive fencing. Outdoor advertising can also affect the visual quality of scenic corridors. Outdoor advertising incorporates the use of signs or banners with bright colors which are designed to draw attention and thus compete for visual attention. Encouraging forms of advertising that are harmonious with the scenic route will assure a better visual environment.

The job of protecting scenic routes must be viewed as a long-term task. Specific plans should be adopted for all routes which require special or individual attention. For those scenic routes not yet fully landscaped, a beautification program should be implemented which is coordinated with the community design element.

3. **When appropriate, the City shall encourage the protection of existing stands of trees and other plant material of substantial scenic value.**

4. The City shall discourage excessive disturbance to natural ground formation and contour in the construction of new routes.
5. The City shall promote the use of vegetation which is botanically suited to the Southern California climate in combination with other screening devices to blend unavoidable land scars into the natural landscape of the setting.
6. The City shall encourage building height restrictions and setback requirements so as not to obstruct or otherwise impair an exceptional view.
7. The City shall encourage the screening of land uses which conflict with local scenery from roadside view. Visually compatible screening might include the use of landscaping, grading, or attractive fencing.
8. The City shall discourage the use of outdoor advertising within scenic corridors and allow only signs which are compatible to the environment in which they are placed.
9. The City shall encourage the use of drought-resistant planting wherever possible except when a fire hazard is not an overriding consideration.
10. The City shall encourage structures on public or private properties which are directly visible from the road to be well maintained and to present a neat appearance with grounds kept free of trash and other debris.

MEASURES FOR IMPLEMENTATION

- A. The City shall have a design program to protect the view of the greater Mt. Baldy area, particularly as seen from City entrances.
- B. The City shall adopt specific plans for all official scenic routes which may require special or individual consideration.
- C. The City shall require Architectural Commission or staff review of site planning and architectural and landscape design for all new development adjacent to scenic routes.
- D. The City shall landscape City entrances paying particular attention because of the role entrances play in the initial image of the City. Special provisions for planting around subdivision walls may be made at vital locations.
- E. The City shall establish a coordinated streetscape program to aid residents who live adjacent to scenic routes in the selection of screening and landscape design for their properties.

- F. The City shall carry out the planting of trees along the roadside and center median islands in order to enhance the view from the corridor without obstructing safety.
- G. The City shall work with adjoining communities on a scenic routes program to ensure a coordinated approach to routes of regional importance.
- H. The City shall design a program of landscaping the scenic corridor of the Foothill Freeway (at the time it is extended through Claremont) that will enhance the appearance of the freeway, serve to beautify surrounding neighborhoods, and increase noise absorption of traffic flow.
- I. The City shall develop the landscaping on Claremont Boulevard similarly to Foothill Boulevard and Indian Hill Boulevard, highlighting the view of Mt. Baldy through tall, open trees which should enhance the spacious character of this boulevard.

NOISE ELEMENT

ABSTRACT

Claremont intends to reduce noise where feasible in order to enhance the quality of the living environment. The Noise Element of the Physical Mobility Section contains five goals and twenty-one policies which are designed to protect all areas from noise infiltration, and reduce the City's ambient noise level.

AUTHORITY AND SCOPE

Government Code Section 64302(g) requires that all cities and counties shall include a noise element as part of the required general plan. This requirement is intended to assure that cities and counties identify noise sources and provide baseline levels for local noise ordinance enforcement.

This element is divided into five major sections: street and freeway noise, stationary source noise, railroad noise, aircraft noise, and implementation. The scope of the element is limited to the City of Claremont and those portions of Los Angeles County that are in Claremont's sphere of influence. However, some noise generated outside Claremont which affects Claremont has also been addressed.

INTRODUCTION

The citizens of Claremont have become increasingly aware of the impact of noise on the quality of livability of their neighborhoods. The primary sources of noise affecting Claremont stem from various modes of transportation. Because the City is divided by major east-west highways and major north-south thoroughfares, most areas of the City are affected by traffic noise.

Although no airports are located within the City limits, noise from small aircraft using Cable Airport in Upland to the east, and Brackett Field in La Verne to the southwest and from an established flight pattern of Ontario International Airport disturb many Claremont citizens. Occasional military flight operations from Ontario airport add to noise problems in this region. Pomona Police Department helicopters occasionally fly over Claremont's border, adding to the ambient noise level in the City. Infrequent drag-strip and auto-racing operations at the County Fairgrounds in Pomona also add to the noise level.

GOALS

The purpose of the Noise Element is to accomplish the following general goals through policies and implementation measures.

IT IS THE GOAL OF THE CITY OF CLAREMONT TO ...

ENSURE THAT ALL AREAS OF THE CITY ARE FREE FROM EXCESSIVE NOISE AND THAT APPROPRIATE MAXIMUM LEVELS BE ADOPTED FOR RESIDENTIAL, INDUSTRIAL, AND COMMERCIAL AREAS RESPECTIVELY.

REDUCE NEW NOISE SOURCES TO THE MAXIMUM POSSIBLE EXTENT.

REDUCE, TO THE MAXIMUM EXTENT POSSIBLE, THE IMPACT OF NOISE WITHIN THE CITY.

ENSURE THAT LAND USES ARE COMPATIBLE WITH THE RELATED NOISE CHARACTERISTICS OF THOSE USES.

ENSURE THAT THE CITIZENS OF CLAREMONT ARE INFORMED REGARDING THE EXISTING AND POTENTIAL IMPACTS OF NOISE GENERATORS.

GENERAL POLICIES

AIRCRAFT NOISE

Claremont is affected by aircraft noise from several sources: Cable Airport, Brackett Field, Ontario International Airport, and helicopter operations in and near the City.

Since quieter aircraft means less noise, the City supports the development of quieter aircraft and stricter federal noise regulations.

Ontario, Cable, and Brackett airports provide benefits to the citizens of Claremont. Ontario International Airport provides both commercial passenger and air cargo service conveniently close to Claremont. Cable Airport and Brackett Field provide small plane facilities for business and recreational flights.

Cable Airport

Privately owned Cable Airport is located east of Claremont in the City of Upland. The Southern California Association of Governments has defined it as a general aviation airport. It handles 8,000 flights per month and is projected to grow to 12,000 flights per month by 1985 – a 50% increase.

1. The City shall encourage the operators of Cable Airport and the City of Upland to ensure that the users of this airport know and obey the flight-pattern requirements and altitude restrictions.
2. The City shall encourage the City of Upland and the County of San Bernardino to ensure that the area north of Cable Airport not be used as a training and practice area for aircraft.

Brackett Field

Brackett Field, located southwest of Claremont in the City of La Verne, is a publicly owned facility listed as a general aviation and third level airport by the SCAG Regional Transportation Plan. Although noise impacts are light and limited primarily to the western edge of the City, future growth of this airport may increase noise. In order to reduce potential noise, flight patterns and altitude restrictions should be strictly enforced.

3. **The City shall encourage the operators of Brackett Field and the County of Los Angeles to ensure that the users of this airport know and obey the flight-pattern requirements and altitude restrictions.**
4. **The City shall encourage the City of La Verne and the County of Los Angeles to ensure that the airspace over Claremont is not used as a training and practice area for aircraft.**

Ontario International Airport

Ontario International Airport is located southeast of Claremont in the City of Ontario. The airport annually serves 2.5 million passengers, provides air cargo service, and has limited use by the military. It is anticipated that it will serve 2 million passengers per year at maximum capacity in 1990. There are also plans that propose a 20 million annual passenger capacity. Such a plan, if implemented, would greatly affect Claremont as well as the entire Pomona Valley.

This facility is expected to serve the growing demand for air service not only within East Los Angeles County, West San Bernardino County, and Riverside County, but Orange County also. Increased flights mean more noise from aircraft as well as increased auto congestion, auto noise, and air pollution – all of which must be considered in planning the airport's future.

Presently, Claremont is under an official take-off pattern from Ontario International Airport. Although it is not presently a major departure route, inevitably it will be used more frequently, increasing noise greatly. Jets must climb to an elevation of 12,000 feet in order to clear the San Gabriel Mountains, thus requiring more power, which generates more noise. In order to reduce and maintain noise levels at an acceptable level, quieter aircraft should be developed and noise restrictions on aircraft using Ontario International Airport should be developed and enforced by the Federal Aviation Administration (FAA).

5. **The City shall encourage the installation of noise mitigating equipment and noise attenuation devices at Ontario International Airport and encourage full evaluation of noise impacts on major changes related to operations at Ontario International Airport.**

6. **The City shall discourage any plans for Ontario International Airport which propose a passenger level over 2 million passengers per year.**
7. **The City shall discourage any flight paths located over Claremont.**
8. **The City shall encourage full evaluation of major and secondary impacts, such as auto congestion and air pollution, or major changes related to operations at Ontario International Airport.**

Helicopter Noise

Another significant (albeit intermittent) source of noise within the Claremont planning area is helicopter operations. In view of the essential nature of police and fire operations, little has been done officially to reduce or limit the noise they produce. As the use of patrol helicopters becomes more widespread, such as in Pomona, the noise problem will become more acute. Noise produced by helicopters is in many cases more intense and annoying than noise produced by other aircraft types because helicopters perform maneuvers not commonly used in commercial flights, such as rapid climbs, surveillance dives, tight circular flight patterns, hovering at low altitude, etc., that tend to require more power and produce more noise. Also a large proportion of these operations occurs at night in or near residential areas.

The Pomona Police Department's helicopter often operates near or sometimes within Claremont and bothers Claremont residents. While air surveillance is an essential operation, the helicopter should not disturb residential areas unless circumstances require it, especially during nighttime hours.

9. **The City shall encourage all public and private operators of helicopters within the Claremont planning area to modify operational procedures to reduce noise levels produced by helicopters. These efforts should be taken only to the extent that no significant reduction of essential services is experienced.**
10. **The City shall encourage other public and private agencies within the Claremont planning area to consider noise criteria in the specifications for the purchase of any new helicopters.**
11. **The City shall encourage the City of Pomona to install appropriate noise reduction equipment on their surveillance helicopters.**

RAILROAD NOISE

Present operations through the City of Claremont include five trains – three passenger and two freight.

Uses adjacent to the tracks should recognize the need to reduce noise impacts through the use of appropriate noise attenuation measures such as earth berms and landscaping.

- 12. The City shall encourage development which is, or will be, affected by railroad noise to include appropriate measures that will reduce noise.**

STREET AND FREEWAY NOISE

The major noise generators in Claremont are trucks, automobiles, and motorcycles. Few areas are not affected by them. The San Bernardino Freeway, though it passes through only a small section of the City, adds to the ambient level of noise and to the annoyance level of City residents.

The abatement of transportation noise is beyond the powers of the City of Claremont. It is the function of the state and federal governments to regulate transportation noise sources and the noise generated from various manufactured products.

Although the City is limited in its power to regulate transportation noise, it can encourage or require a variety of methods which reduce noise impacts through noise reflection or absorption devices. Earth berms, plantings, walls, setbacks and other attenuating devices have been found to be successful in reducing the levels of unwanted sound. It is also important to screen unwanted noise visually to alleviate more successfully the impact of noise on the receiver. The line-of-sight should be broken in screening attempts by whatever means are available – walls, berms, landscaping, or a combination of these.

There are three ways to reduce noise in the environment: treat the source, the path, or the receiver of the noise. A combination of treatments should go a long way toward mitigating noises which cannot be reduced.

- 13. The City shall encourage the State Department of Transportation to conduct an active highway noise abatement program, including scenic and aesthetic considerations.**
- 14. The City shall work for the development and passage of appropriate legislation for better noise control.**
- 15. The City shall modify existing City vehicles and equipment to the extent practical to reduce or eliminate unnecessary noise.**
- 16. The City shall participate with federal, state and local government agencies in the development and implementation of noise abatement programs.**

STATIONARY SOURCE NOISE

The City of Claremont has the responsibility of regulating and controlling the noise generated from stationary sources (and other sources not controlled by the state and federal governments) and their physical relationship to noise receivers.

Stationary sources of noise which produce conscious disturbance or disturb sleep should be buffered from adjacent uses. Environmental assessments and environmental impact reports should address proposed noise impacts from new "noise generating" development in order to deter future negative noise impacts on surrounding land uses, especially residential uses. Noise mitigating measures may include large building setbacks, earth berms, sound walls, and landscaping.

- 17. The City shall establish noise criteria in the specifications for the purchase of appropriate City equipment.**

NOISE IN THE LIVING ENVIRONMENT

Residential neighborhoods require a quiet environment. Noise which is generated in or filters into residential areas can bring about problems such as irritability, fatigue, insomnia, tension, and distraction. It may also cause neighborhood deterioration; residents who must live in noisy environments tend to spend as much time away as possible and ultimately may move away from the neighborhood.

One way of controlling noise disturbance in the living environment is by limiting noise levels to an acceptable level. This can be accomplished by setting maximum noise level standards, establishing standards for acoustic insulation in noise impacted areas, and restricting residential development in unacceptably noisy areas.

On the other hand, many noise sources within neighborhoods, while falling below maximum noise levels, can be more annoying and distracting than other loud noise sources. These sounds may include air conditioning units and other mechanical equipment that are usually located along side yards, affecting the adjacent property. Such noise generators should be located where they do not affect adjacent or surrounding properties. Noises such as loud music or loud voices are distracting but do not usually exceed allowable noise levels. The City is limited in its power to regulate such noise, but voluntary compliance is encouraged.

- 18. The City shall establish standards for appropriate noise and acoustic insulation for any construction within areas designated as noise-impacted that require such measure.**
- 19. The City shall evaluate the desirability of existing and proposed residential uses where the sites are subjected to a clearly unacceptable level of environmental noise.**

20. The City shall encourage private parties to screen and/or buffer equipment in order to reduce noise impacts on surrounding areas. Such equipment shall be located where it has the least effect on neighbors.
21. The City shall promote increased public awareness concerning the effects of noise.

NOISE CONTOUR MAP

The contour map on the following page represents the level of noise existing in the City of Claremont. It is important to note first that these contours do not represent discrete levels of sound. The contours are presented in terms of a day-night level of Ldn. In this scale the nighttime levels (10 p.m. to 7 a.m.) are weighted by an additional 10 dBA, reflecting a person's increased sensitivity to noise during this nighttime period.

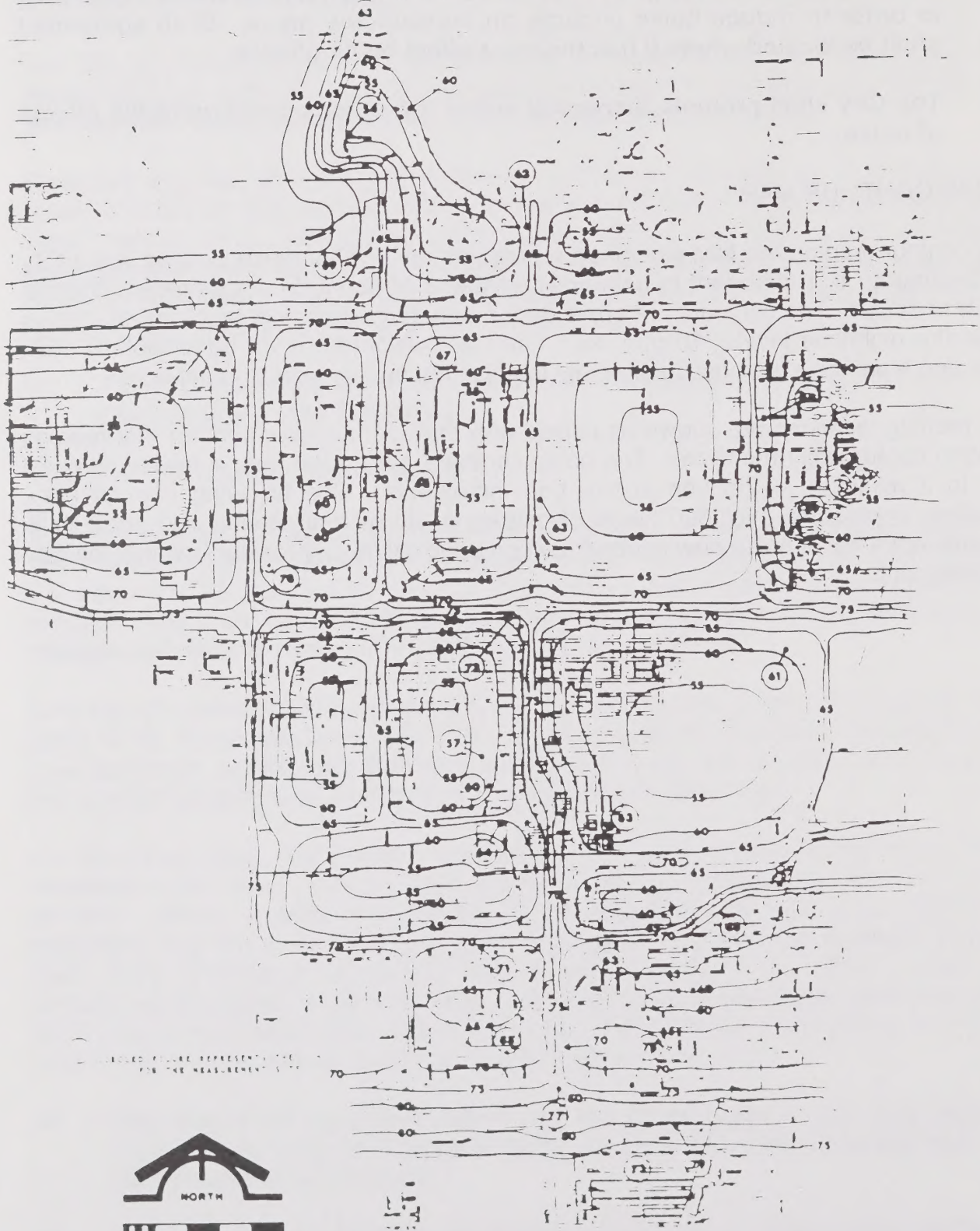
The reading locations are shown as circles with the Ldn measurement for that reading location noted within the circle. The noise contours are shown from a maximum of 80 Ldn to a minimum of 55 Ldn in five Ldn increments. The following contour map, therefore, represents over 600 hours of actual on-site measurements and does show the ambient level of noise now experienced on a typical day by residents within the City of Claremont.

FIGURE 10

PRESENT NOISE CONTOURS

DECEMBER 1974

CONTOUR LINES ARE AVERAGE DAY-NIGHT LEVELS



COLLECTED FIGURE REPRESENTS THE
FOR THE MEASUREMENT SITE



SCALE 1" = 2,500'

NOISE INVENTORY

MEASURES FOR IMPLEMENTATION

- A. The City shall utilize the following standards as maximum noise levels:

Exterior Noise Standards:

Noise Zone	Type of Land Use	Time Interval	Max. Allowable Ext. Noise Level
I	Single, double or multiple family residential (RS or RM)	10:00 p.m. to 7:00 a.m.	55
		7:00 a.m. to 10:00 p.m.	60
II	Commercial	10:00 p.m. to 7:00 a.m.	60
		7:00 a.m. to 10:00 p.m.	65
III	Industrial	Anytime	70

Interior Noise Standards:

Noise Zone	Type of Land Use	Time Interval	Allowable Int. Noise Level
All	Residential	10:00 p.m. to 7:00 a.m.	37 dBA
		7:00 a.m. to 10:00 p.m.	47 dBA

Each of the noise limits specified above shall be reduced by 5 dBA for impulse or simple tone noises.

- B. The City shall require noise attenuation measures for new residential development along the Santa Fe Railroad tracks.
- C. The City shall work to acquire alternative funding for the construction of noise attenuation devices in the noise impacted areas.

The following are the names of the students who have been accepted for admission to the University of Chicago for the fall semester of 1961.

Students who have been accepted for admission to the University of Chicago for the fall semester of 1961.

Name

Address

City

State

Zip

Phone

Parents' names

Parents' address

Parents' city

Parents' state

Parents' zip

Parents' phone

Parents' city

Parents' address

Parents' city

Parents' state

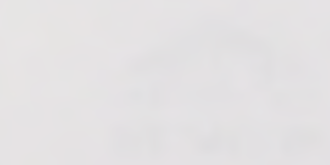
Parents' zip

Parents' phone

Parents' city

Parents' address

Parents' city



GLOSSARY

Throughout the General Plan certain words and phrases are used which may or may not carry a generally understood meaning. This section defines some of these words and phrases to assist in making explicit the intent of the plan.

ACCEPTABLE MARGIN OF SAFETY is defined as the level of safety and the level of risk below which no specific action by local government is deemed to be necessary to protect life and property. It is the City's responsibility and desire to provide an acceptable margin of safety to its residents.

ACCEPTABLE RISK: A proposal shall be considered beyond a margin of acceptable risk to public health and safety if two or more of the following conditions are found to exist which substantially encompass the subject proposal site:

- A. The proposal is within a known fault zone designated as active or potentially active on the geotechnical map in the City's General Plan.
- B. The proposal is on lands found to be subject to landslides and mass wasting and this phenomena cannot be mitigated without variance to adopted City codes and ordinances.
- C. The proposal would significantly reduce the quantity of groundwater recharge currently experienced on the subject site. Significant shall be defined as any reduction greater than 30 percent of the total water infiltration.
- D. The proposal would directly or cumulatively significantly lower the quality of groundwater to the general public. Any pollutant which would lower any aspect of water quality beyond any adopted quality water standard shall be defined as significant. Any addition of pollutants to the water supply shall be defined as significant if the water supply currently exceeds any adopted water quality standard.
- E. The proposal would experience a level of protection to life and property from hazards of fire below the minimum standard determined as acceptable by the City of Claremont, and this level of protection cannot be improved without subsidy by the remainder of the City.
- F. The proposal would result in habitable buildings and population subject to death, injury, and property damage due to flash flood, landslide, mudflow, or subsidence as a probable result of a 100-year storm or probable seismic event, and this phenomena cannot be adequately mitigated.

AREA OF REGIONAL SIGNIFICANCE means an area designated by the State Mining and Geology Board pursuant to the Surface Mining and Reclamation Act of 1975 which is known to contain a deposit of minerals, the extraction of which is judged to be of prime importance in meeting future need for minerals in a particular region of the state within which the minerals are located and which, if prematurely developed for alternate

incompatible land uses, could result in the permanent loss of minerals that are of more than local significance.

AQUIFIER means the underground layer of porous rock or soil which contains water.

CAPABILITY: Land capability means the capacity of land to sustain development, taking into account all natural and cultural factors which might constrain development.

CONSERVED means that the natural resource or open space has been protected against depletion of waste, and its beauty has been safeguarded.

CONSISTENCY means that there is general harmony and compatibility among the key components of the elements of sections within the General Plan. The key components are the goals, policies, and means of implementation. Consistency as used here does not presume the total absence of conflicts, since the total plan responds to a wide range of community needs, many of which are in potential conflict with one another in their requirements of resources.

CONTIGUOUS: A parcel of land shall be defined as contiguous to an urbanized area only when one or more of the following conditions exist:

- A. An urbanized area physically abuts the subject parcel on one or more sides and provides access by dedicated public streets.
- B. An urbanized area exists not more than 600 feet from the subject parcel and provides access to the subject parcel by dedicated streets.
- C. An area approved by urbanization by the City of Claremont but has not been developed exists separating the subject site from an urbanized area through which access will be provided to the site by dedicated public streets.
- D. All lands separating the subject site from the urbanized area have been found to be undevelopable due to health and safety considerations but access to the subject site can be provided through this area by dedicated public streets without significant impact to the environment or to public safety.

DECOMPOSED GRANITE is a form of plutonic rock consisting essentially of alkalic feldspar and quartz which has little or no structural strength. Samples of this rock found in Claremont's foothills can be crushed in one's bar hand. See also: fissured and micaceous granite.

DRAINAGE BASIN means generally any hollow or depression of the surface, whether subject to flooding or not, which is suitable for use as an aquifer recharge area. See also: floodprone, aquifer.

ENVIRONMENT means the sum total of all natural and man-made conditions external to any organism or community which influences its growth and development.

FISSURED GRANITE is a form of plutonic rock consisting essentially of alkalic feldspar and quartz which, through geologic activity has become cracked and fissured to a significant extent resulting in an undefinable strength or suitability for urbanization. See also: decomposed and micaceous granite.

FLOODPRONE: Any area of land which is actually subject to periodic inundation shall be defined as floodprone. This definition includes floodplains, floodway and flood fringe. It also includes areas which, because of drainage characteristics, will become flooded from a probable rainstorm.

LANDSLIDE means the relatively rapid flow of soil, rock, and debris down a hillside as a result of gravity. See also: mass wasting.

LOW INCOME HOUSEHOLDS are households with income between 50 and 80 percent of the county median income.

LOWER INCOME HOUSEHOLDS are all households with income below 80 percent of the county median income; in other words, very low and low income households combined.

MASS WASTING means the relative slow movement (also called dry creep) of soil, rock, and debris down a hillside as a result of gravity. See also: landslide.

MICACEOUS GRANITE is a form of plutonic rock consisting essentially of alkalic feldspar with a relatively high proportion of quartz which results in a low structural strength of a plane parallel to the grain of the quartz (if one exists). See also: decomposed and fissured granite.

MINED LAND includes the surface, subsurface, and ground water of an area in which surface mining operations will be, are being, or have been conducted, including private ways and roads appurtenant to any such area, land excavation, workings, mining waste, and areas in which structures, facilities, equipment, machines, tools, or other materials or property, which result from, or are used in, surface mining operations are located.

MODERATE INCOME HOUSEHOLDS are households with income between 80 and 120 percent of the county median income.

OPEN SPACE: As used in this element, open space refers to undeveloped land, land used for agricultural purposes, and other land which is sought to be preserved in its natural state. Parkland used for active recreational purposes is not defined as open space.

PRESERVATION means the object or resource being preserved is protected and kept safe from harm, injury, decay, or destruction.

RECLAMATION means the combined process of land treatment that minimizes water degradation, air pollution, damage to aquatic or wildlife habitat, flooding, erosion, and other adverse effects from surface mining operations, so that mined lands are

rehabilitated to a usable condition which is readily adaptable for alternate land uses and crease no danger to public health or safety.

SSI and COMPARABLE INCOME HOUSEHOLDS are households with income at or near the level of the federal Supplemental Security Income limit. As of November 1993, this income limit is \$7,236/year or approximately 21 percent of the county median income.

SUITABILITY and LAND SUITABILITY as used here, mean that natural environmental constraints and the actual land capability to support a given function or use do not preclude that use. A rating of suitability does in no way mean necessarily that a given use or function ought to be located in a particular area. It does mean that the given use or function is not precluded from consideration by health, safety, and welfare considerations. See also: land capability, acceptable margin of safety, and unsuitability.

SURFACE MINING OPERATION means all, or any part of, the process involved in the mining of minerals on mined lands by removing overburden and mining directly from the minerals deposits, openpit mining of minerals naturally exposed, mining by the auger method, dredging and quarrying, surface work incidental to an underground mine, borrow pitting, streambed skimming, and segregation and stockpiling of mined materials (and recovery of same), unless specifically excluded under Public Resources Code Section 2714 or California Code of Regulations Section 3505. Surface mining operations shall include, but are not limited to: (a) In place distillation or retorting or leaching; (b) the production and disposal of mining waste; and (c) prospecting and exploratory activities.

UNSUITABLE or UNSUITABILITY means the natural environmental constraints existing without development, along with the social values placed upon human health, safety and welfare have rendered a given area or site inappropriate for a particular function or use. This assumes that the public interest would not be served to permit or impose the function or use deemed to be unsuitable upon the specified site or area. See also: suitability, acceptable margin of safety.

UPPER INCOME HOUSEHOLDS are households with income greater than 120 percent of the county median income.

URBAN DEVELOPMENT means the establishment of site improvements on land such as utilities, roads, buildings and grading with the net result of usually requiring urban services such as schools, parks, and the essential services of government such as police and fire protection. The term is characterized by a way of life in which a man-altered physical environment predominates over the natural. See also: urbanization.

URBANIZATION means the establishment of urban development over extensive areas of land.

URBANIZED AREA: Any area of land shall be defined as urbanized if one or more of the following conditions are found to exist on it:

- A. Development of the subject area has occurred, including habitable buildings used for residential, commercial, industrial, public, or semi-public uses, or has been approved and is in the process of being implemented.
- B. A proposal for development of the subject area including habitable buildings used for residential, commercial, industrial, public, or semi-public uses has received tentative approval by the City. Tentative approval shall be defined as approval of a tentative tract map or parcel map and a grading plan (if appropriate).

VERY LOW INCOME HOUSEHOLDS are households with income below 50 percent of the county median income.



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